Yahoo Group Archive: Flying_Hams

These Yahoo Groups messages were archived in WARC format by ArchiveTeam in 2018. This PDF was generated by Digital Library of Amateur Radio & Communications from the WARC files in 2026.

Date span: 2006-03-06 through 2017-03-10

Source WARC: flying_hams.bCXyJ4P.warc.gz

Source item: https://archive.org/details/yahoo-groups-2018-01-14T00-14-13Z-424894

Messages included in this PDF: 800

Messages omitted as spam from this PDF: 29

Yahoo replaced the domain portions of email addresses with @... in the archived messages. Characters lost in Yahoo's archived text appear as ?.

Messages are presented in ascending Yahoo message-ID order. Gaps indicate records absent from the source WARC or messages omitted from this PDF as spam.

1. hi welcome

Yahoo group: Flying_Hams
Date: 2006-03-06 12:16:46 UTC
From: john
Topic: 1 Message: 1

73 john
http://www.qrz.com/m0hem

2. Hi and Welcome

Yahoo group: Flying_Hams
Date: 2006-03-06 14:12:40 UTC
From: Daniel
Topic: 2 Message: 2

Hi Guys,

Welcome to Flying Hams! Thanks for joining. Feel free to promote this group, I'd like to see it get really big with a future HF net!!
Are you guys active on HF?

73,
Daniel N9WX (Commercial multi-engine,instrument airplane, and CFII)and hopefully rotorcraft in a year or so! :-)

3. HT interface

Yahoo group: Flying_Hams
Date: 2006-03-06 16:50:13 UTC
From: desertmansd
Topic: 3 Message: 3

Let me the first to post a question.

Does anybody know how to build (I have seen any on the market) an HT
to comm system interface? It would be nice to be able to use you
aircraft headset to listen and talk into your HT.

Great group!

73

Ted
W6SAT

4. Article on Eham

Yahoo group: Flying_Hams
Date: 2006-03-06 18:09:58 UTC
From: Daniel
Topic: 4 Message: 4

Did you guys all hear of this group from the article on Eham??

http://www.eham.net/articles/13324

I may try to put one on QRZ...anyone else have writing experience that would like to write a nice little article for QRZ or where ever??
I'd love to hear any ideas you guys have for promotion of the group.

I am currently off-the-air on HF...but hopefully will be back on in a few months, maybe we can get big enough to get a Net started. How about a conference on Echolink?

73,
Daniel N9WX

5. Re: Article on Eham

Yahoo group: Flying_Hams
Date: 2006-03-06 19:09:16 UTC
From: Gene Floyd
Topic: 4 Message: 5

That was where I got it from. I won't promise anything as I am neck-deep in ARES training in preparation for hurricane season (am training officer for the Eastern panhandle of FL) and CAP, but if nobody else gets to it before I do, I can give it a shot.

Gene Floyd
AI4KK / FL CAP 1019
Public Affairs Officer
Tallahassee Composite Squadron
Civil Air Patrol

--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx_dan@...> wrote:
>
> Did you guys all hear of this group from the article on Eham??
>
> http://www.eham.net/articles/13324
>
> I may try to put one on QRZ...anyone else have writing experience that
> would like to write a nice little article for QRZ or where ever??
> I'd love to hear any ideas you guys have for promotion of the group.
>
> I am currently off-the-air on HF...but hopefully will be back on in a
> few months, maybe we can get big enough to get a Net started. How
> about a conference on Echolink?
>
> 73,
> Daniel N9WX
>

6. Private Pilot flying C172

Yahoo group: Flying_Hams
Date: 2006-03-06 21:03:14 UTC
From: k9dmv
Topic: 6 Message: 6

Howdy All,

I am a private pilot flying a C172P in the Panhandle of Texas and try and get on 2 meters when the work load permits. I listen .52 and .94 simplex. Made 2 contacts on .52 simplex with hams mobile in their cars and many on .94 simplex (fixed and mobile) on Sunday 3/5/06 flying from Amarillo, TX (AMA) to Dalhart, TX (DHT) at 1,500 AGL. This is pretty good since there is a lot of open country and plenty of cattle out here.

Best,

Joe Szczubelek - K9DMV / aeronautical mobile

7. IC-2200H Aircraft Receive

Yahoo group: Flying_Hams
Date: 2006-03-06 21:49:21 UTC
From: Daniel
Topic: 7 Message: 7

Hi All,

I just made a purchase a few weeks ago (there's a pic of it on the group site) an IC-2200H for my new car. I bought it cuz it has Aircraft receive (I also believe the IC-2720 has it also, but I'm not that rich right now, lol.) and I just wanted to comment that the receive is EXCELLENT on both Aviation and Ham...so if you're in the market for a 2m mobile and want aircraft receive, you might check out this one!

Daniel N9WX

8. Re: Private Pilot flying C172

Yahoo group: Flying_Hams
Date: 2006-03-06 22:15:12 UTC
From: Daniel
Topic: 6 Message: 8

--- In Flying_Hams@yahoogroups.com, "k9dmv" <k9dmv@...> wrote:
>Hi Joe,
Nice to meet, and welcome to this new group...sounds like fun. I
also fly a 172 alot...along with other stuff, but mostly the trust
172. I am currently a CFII in Indiana, but moving to So. Cal soon to
start instructing at a school out there. I am active on 2m mobile,
but unfortunatley not on HF for now, at least other than listening
with my TS-850.
Nice to meet you, and WELCOME to the "small" but growing group!

73,
Daniel N9WX

>
> Howdy All,
>
> I am a private pilot flying a C172P in the Panhandle of Texas and
try
> and get on 2 meters when the work load permits. I listen .52
and .94
> simplex. Made 2 contacts on .52 simplex with hams mobile in their
cars
> and many on .94 simplex (fixed and mobile) on Sunday 3/5/06 flying
> from Amarillo, TX (AMA) to Dalhart, TX (DHT) at 1,500 AGL. This is
> pretty good since there is a lot of open country and plenty of
cattle
> out here.
>
> Best,
>
> Joe Szczubelek - K9DMV / aeronautical mobile
>

9. What do you fly??

Yahoo group: Flying_Hams
Date: 2006-03-06 22:22:17 UTC
From: Daniel
Topic: 9 Message: 9

Hi,
Joe's post got me thinking...I'd like to know what everybody flies or flew, or your fav aircraft! How about your fav ham gear?

I fly a Cessna 172,150/152,182,Texas Tail-dragger,Piper Lance, Piper Seneca,Piper Navajo,
and HAVE flown a Robinson R22, and Schweizer 300 (Hughes 300) but not rotorcraft rated...I hope to remedy that in a year or so. I hope to fly an EMS helicopter for a career eventually. My fav aircraft is a Eurocopter/Aerospatiale AS365 Dauphin helicopter. I got it bad for helis.
My fav Ham gear is probably my TS-850SAT but Iam also getting interested in collecting vintage AM gear.

There you go, now what's YOOOOUR favorite aircraft/Ham gear??

Daniel N9WX

10. One of the lucky ones?

Yahoo group: Flying_Hams
Date: 2006-03-06 23:24:36 UTC
From: Scott VanWalsum
Topic: 10 Message: 10

Hello all,

Flying and hams, what a great concept :) I also read about this group on e-ham.net and figured I would say hello.

Currently:
Flying an EMB-145 for Expressjet (fav was an Extra 300)
Ham rig is sadly just an Icom 2GXAT handheld

Was off the air for about ten years, renewed my license, and am very happy to see people still interested in not only the hobby of amateur radio, but also the hobby of flying.

Enough rambling, keep the dirty side down!

Scott
KB8WXG

11. It's about time we had an aviation ham group...Thanks

Yahoo group: Flying_Hams
Date: 2006-03-07 00:06:27 UTC
From: clyde_murray
Topic: 11 Message: 11

I am a ham licensed airline pilot and have built two biplanes. Currently fly a starduster too and have located a 2meter antenna on the plane and use a small 5watt icom. I also have a portable HF radio on board. Look forward to exchanging ideas.

12. Introduction

Yahoo group: Flying_Hams
Date: 2006-03-07 01:07:10 UTC
From: John Broomhall
Topic: 12 Message: 12

Name is John, have been a pilot for about 30 years, and a ham for about 6. Most of my flying is glider-towing in Piper Pawnees. I built a 3/4 scale replica of a Fieseler Storch that I never seem to get around to flying enough. I intend on getting a 2M rig installed in the Storch, wired into the intercom system. Most aviation headsets use amplified dynamic mikes, so you can not plug them directly into an amateur radio, as there is no power source. Wiring through an intercom should solve this problem, and give you side-tone as well. I'd be interested in what others have done here.

John
http://www.broomhall.ca
VE6TXT VE7TXT

14. Re: HT interface

Yahoo group: Flying_Hams
Date: 2006-03-07 17:12:12 UTC
From: k9dmv
Topic: 3 Message: 14

--- In Flying_Hams@yahoogroups.com, "desertmansd" <mpetrina@...> wrote:
>
> Let me the first to post a question.
>
> Does anybody know how to build (I have seen any on the market) an HT
> to comm system interface? It would be nice to be able to use you
> aircraft headset to listen and talk into your HT.
>
> Great group!
>
> 73
>
> Ted
> W6SAT
>

Ted,

If my memory is correct (hey, isn't this why we use the checklist) several years ago QST "Hints and Kinks" section had info on using aviation headsets with ham gear.

I think you have 2 problems:

1. need voltage for the headset

2. impedance mismatch

Maybe others will have more exact information as to when this onfo appeared.

Check QST Sept. 2003 product review and read the review of the Yaseu VXA-700. This HT will allow the pilot to transmit AM on the aviation band and FM on the 2 meter band. Includes a aviation headset cable adapter. Optional push to talk cable can be purchased. List price was $420. It also include the aviation NAV band and can work like the VOR indicator in the plane. Good backup if your GPS goes south - hi hi. Have not heard anyone using one nor have I used it.

To get the most enjoyment of your radio in the plane make sure you get the antennae outside the aircraft. At 1,500 ft AGL with an ouside antennae you will have a 60+ mile radio horizon running 5 watts.

Joe Szczubelek - K9DMV (private pilot for 20 years, SEL, Amatuer Extra, ARRL Life Member)

15. Welcome and Some thoughts

Yahoo group: Flying_Hams
Date: 2006-03-08 21:59:01 UTC
From: Daniel Hileman
Topic: 12 Message: 15

Hi Everyone,
Sorry...I havent posted since lately...was out doing a Biennial with a guy yesterday that hasnt flown in 15 years, so by the time the first (of many?) flight with him,was over..I was tired and didnt feel like getting online! Great to see all the newcomers! Thanks for joining, spread the word!

PICS---Also, I'd love to see more pics on the site...Thanks Clyde for adding those pics to the aircraft album, those are good looking homebuilts, I want a RIDE!

PHI Heli----I got a chance to see a new Bell 407 at Anderson,IN (KAID-where I instruct at the moment) that the EMS company PHI just put in to replace their 206 that crashed a month or so ago...sure was pretty!

SAN DIEGO----Also, looks like I may be heading for the nice weather of San Diego, CA soon to instruct out there, any hams on from out there???

IRLP?----All you guys that have repeaters with an IRLP link be sure to post the node numbers etc, might be fun to dial up your repeater and chat when I'm around a repeater with IRLP linking!

IDEAS Anyone?----Anyone have any ideas for this group they like to post? Feel Free!

Thanks everyone, keep spreading the word at...I did send in an article to QRZ.com but they havent accepted it yet, sooo maybe Gene AI4KK will grace us with a nice article if he gets time.

73, (So there you were, Out of airspeed, Altitude and Ideas all at the same time!)

Daniel N9WX
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16. HEY great Idea

Yahoo group: Flying_Hams
Date: 2006-03-08 22:16:31 UTC
From: olliewhy
Topic: 16 Message: 16

Hi, My name is Ollie (well i go by that) and i am retired and got a novice license in high school ('57) and private ticket in '73 and own a C-150 which is for sale and going sport pilot.

17. General, ATP and CFI-AIM

Yahoo group: Flying_Hams
Date: 2006-03-09 00:57:29 UTC
From: James Durden
Topic: 17 Message: 17

Hello Ops, Elmers, Students, Private, Commercial, ATP and CFI's!

It is a pleasure to be here. I've been quite inactive on the Ham Bands but very actively flying. I desire to get myself back on the air very soon. I would prefer to be on HF CW but right now would settle for a good 2m QSO. :)

Ham Experience:

Licensed as a General Operator for over 21 years with a preference for those pesky Bugs and Paddles! I love CW!

Pilot Experience: ATP, CFI-AIM. 8500+ Total Time.

Well gang - it's wonderful to meet you all. I hope we can grow the group to a respectable number.

73's BCNU

JD
KA5WXU

18. HF Frequencies for Air Mobile

Yahoo group: Flying_Hams
Date: 2006-03-09 01:13:23 UTC
From: expeditionradio
Topic: 18 Message: 18

The Flying_Hams Group is welcome to coordinate frequencies with HFpack Group.

Aeronautical Mobile hams are often on the following HF frequencies:

18157.5 kHz USB (or 18157.0)
14342.5 kHz USB (or 14342.0)
7296.0 kHz USB (North America)

HFpack, the HF Portable Group invites pilots and Air Mobile HF operators. Air Mobile stations are given priority on the HFpack calling frequencies. Operators regularly monitor, and there are frequencies on other bands (80m, 60m, 30m, 15m, 10m, etc).

For more information about HFpack and a complete frequency list:
http://hfpack.com

Information exchange for radio operators: amateur commercial marine aero. HF nets and QSOs. Portable transceiver, antenna, equipment, headsets, and accessories. HF SSB CW Data.

73---Bonnie KQ6XA
HFpack Founder

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19. New on this forum

Yahoo group: Flying_Hams
Date: 2006-03-09 12:18:23 UTC
From: EC1CWG@dxhunters.com
Topic: 19 Message: 19

Hello,
I reached this forum through your post on qrz.com. I´d like to introduce myself. My name is Fernando and call is EC1CT. I´m 34 and have been ham since 1986 and I´ve private pilot license since 2000. I´ve been flying mostly Cessnass (150, 172) and Pipers (Archers). A couple of years ago I built an experimental aircraft Rans S12 (ultralight) with a Rotax 912 engine (100hp). With this plane I´ve made almost 400 flying hours in just 2 years so you can imagine I´ve had a lot of fun with it. I finally sold my ultralight and now I´m in the process of buying another Cessna 172. Regarding my ham hobby I´m quite active on 15, 17 and 20 meters as my main interest is DXing. I´m taking part in some of the major contests as well (WPX, WW..). I´m mostly active on radio when I can´t fly so that´s mainly on Winter. Glad to have found a list like this. GL, good flights and 73s to all here.
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

20. Re: [Flying_Hams] New on this forum

Yahoo group: Flying_Hams
Date: 2006-03-09 13:27:02 UTC
From: James Durden
Topic: 19 Message: 20

Hello Fernando,

Pleasure to meet you. Congrats on your endeavors such as building your own aircraft.

Personally, I wouldn't fly anything I built. As we talk, I am debating taking a CRJ with a trim failure. It would be a ferry flight but I am not to cozy with it.

JD
-----Original Message-----
From: <EC1CWG@dxhunters.com>
Date: Thu, 9 Mar 2006 13:18:23
To:<Flying_Hams@yahoogroups.com>
Subject: [Flying_Hams] New on this forum

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I reached this forum through your post on qrz.com. I´d like to introduce myself. My name is Fernando and call is EC1CT. I´m 34 and have been ham since 1986 and I´ve private pilot license since 2000. I´ve been flying mostly Cessnass (150, 172) and Pipers (Archers). A couple of years ago I built an experimental aircraft Rans S12 (ultralight) with a Rotax 912 engine (100hp). With this plane I´ve made almost 400 flying hours in just 2 years so you can imagine I´ve had a lot of fun with it. I finally sold my ultralight and now I´m in the process of buying another Cessna 172. Regarding my ham hobby I´m quite active on 15, 17 and 20 meters as my main interest is DXing. I´m taking part in some of the major contests as well (WPX, WW..). I´m mostly active on radio when I can´t fly so that´s mainly on Winter. Glad to have found a list like this. GL, good flights and 73s to all here.
EC1CT Fernando
E-mail: ec1cwg@dxhunters.com
URE & ARRL member

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21. Re: [Flying_Hams] New on this forum

Yahoo group: Flying_Hams
Date: 2006-03-09 14:48:54 UTC
From: Daniel Hileman
Topic: 19 Message: 21

Good morning Fernando and everyone,

Fantastic on your accomplishments! I'm sitting here drinking coffee and checking the weather, looks like no flying for me today...600' ceiling and rain and gusty winds, not a great day to finish a BFR with a student, lol. I really appreciate everyone joining this forum, I THOUGHT there'd be interest in a group like this! Seems like I used to always work guys on HF and most of them enjoyed aviation or were pilots.
Hey, I think I'm gonna go check out that Redbull Aerobatic Air race this year, whenever they announce where they're gonna have it! Anyone else thinking of checking that out??
James, I wouldnt blame you for being a little relunctant to take that CRJ with the trim failure man...and I'm sorta like you, a little relunctant to fly something I would build, but some of those homebuilts are REALLLLY cool.
See you guys,

Daniel WX

James Durden <jkdurden@...> wrote:
Hello Fernando,

Pleasure to meet you. Congrats on your endeavors such as building your own aircraft.

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Date: Thu, 9 Mar 2006 13:18:23
To:
Subject: [Flying_Hams] New on this forum

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EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

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22. HF NET?

Yahoo group: Flying_Hams
Date: 2006-03-09 15:19:55 UTC
From: Daniel
Topic: 22 Message: 22

Hi Everyone,

Well, we have been so kindly invited by Bonnie KQ6XA (Thanks, Bonnie) to monitor and use the HFPACK freq's and maybe do a Net back-to-back with theirs...be sure to check out hfpack.com for info on them.

So, anyone want to step forward and take the reins and get with Bonnie and work out getting a net started? I would do it, but I'm Off the air on HF for the time being due to moving and also, my TS-850 needing some new capacitors, but I'll try to have something up in a month or two.

This Group has more members than I expected at this point and it keeps expanding everyday! So, I dont think it's too soon to start thinking about a Net. My goal is for 100 members within a Month!

We will need to specifically decide the goal or point of the net, and what we'd like do with it, and also maybe have someone with some nice writing skills write up an artical on Eham and QRZ about HFpack and Flying Hams doing a back to back net! So, I NEED everyone's input....comments, questions and possible criticisms!

Thanks,
Daniel

23. Re: [Flying_Hams] New on this forum

Yahoo group: Flying_Hams
Date: 2006-03-09 15:51:27 UTC
From: EC1CWG@dxhunters.com
Topic: 19 Message: 23

Hello James and all,
?I wouldn't fly anything I built.? that was a good sentence. I bought the kit but I got a good help from 3 other guys at our Air Club. One of them have built several S12s so he has a lot of experience on the plane. We spent about 100 hours on the project and didn?t have any problem. In fact, not a problem after an intensive use (abuse I should say) of 2 years. It was a good plane and very funny to fly but I found it a little bit slow for me (hard to get 70 mph with 2 passengers). Other disadvatage is that you?re not allow to get into controlled spaces with that kind of experimental plane or even land in some airports (spanish regulations). Trim failure?...doesn?t look too bad if the plane is not so much loaded...73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

> Hello Fernando,
>
> Pleasure to meet you. Congrats on your endeavors such as building your
> own aircraft.
>
> Personally, I wouldn't fly anything I built. As we talk, I am debating
> taking a CRJ with a trim failure. It would be a ferry flight but I am not
> to cozy with it.
>
> JD
>

24. net

Yahoo group: Flying_Hams
Date: 2006-03-09 16:11:30 UTC
From: John
Topic: 24 Message: 24

I think the net thing is a good idea.... The bands are not that good
but it might work... What freq????

25. HF Net

Yahoo group: Flying_Hams
Date: 2006-03-09 18:50:07 UTC
From: Clyde Murray
Topic: 25 Message: 25

I thing the idea of a HF net is great. I have been a member of both the "Buddi group"(promotes the use of portable antennas) and HF Pack for some time now. It has been suggested we use some of the frequencies HF pack are now using. I seem to remember they had a regular call in schedule. Something like 18157.5 kHz USB at 20 minutes past each hour:14342.5 kHz USB at 10 minutes past each hour. Etc.Etc. I don't remember the exact time schedule but I would suggest we just pick one frequency and go with that. 20 meters seems to work best but I think the group should decide.
What do we talk about? Pilots are a lot like fishermen the tails get bigger with time. And I just know from being around a bunch of pilots there's a story or two.

Clyde VE7SVC Aircraft call CGSVC

Yahoo! Mail
Bring photos to life! New PhotoMail makes sharing a breeze.

26. New on this Forum too - Hi from Qz

Yahoo group: Flying_Hams
Date: 2006-03-09 19:08:46 UTC
From: vk2uvp
Topic: 24 Message: 26

G'day all,

Saw the call on eHam. I've been flying PPL for about 15 years and had my Advanced VK call for three. Just moved to a smallish farm for my wife and daughter's horse obsessions, so been a little inactive while I build fences and stables and so on. And refurbish a work shed as a radio shack eventually, and finally hope to get a decent antenna farm happening (there has to be some value in having a farm). Until then my HF access is patchy. But I do have access to IRLP node 6040 on the VK2RTZ repeater. As well plans for the radio shack, I'm building workbenches for the plans I have to build a Corby Starlet. In the meantime I am the Secretary the local Air Force Base's flying club, where I mostly fly aerobatics in a Robin 2160. I hope to get more flying and radio happening after I age-retire from the Air Force later next year.

Nice to read about all you flying hams. Only tried doing both once with a haandheld and found it a little busy in controlled airspace!

Cheers,

Vic
VK2UVP
just outside Newcastle NSW Australia QF57de

27. RE:What do I fly?

Yahoo group: Flying_Hams
Date: 2006-03-09 19:18:19 UTC
From: hamontime
Topic: 27 Message: 27

Hi...My name is Ted...I've been a General class Ham for about 3 years.
I've owned a destiny powered parachute ultralight aircraft for 3 years.
I came across this site thru QRZ.com. I usally operate 2 meters and
amateur television 439.25 mhz and 1.2 ghz. Hope either see you in the
air or on the air hi hi..73 KC9BAQ

28. hello

Yahoo group: Flying_Hams
Date: 2006-03-09 19:45:42 UTC
From: Nathan Jackson
Topic: 28 Message: 28

Good afternoon all,

My name is Nathan Jackson. I'm a 24 yr old private pilot and amateur radio operator. I received my ham ticket in 1999 and have been active since. Most of my activity has been on 6, 2, and 440 using FM and SSB. I started studying for my ASEL private ticket in Dec 04 and passed my check ride in Nov 05 with better than 55 hours in the log. As of this email I'm at 118 hrs (10 hrs from takeing the instrument check ride). Well that's all I have for now. I looked forward to being a part of the group and I hope it is succesful in its endeavour.

Best regards
Nathan Jackson (K4NWJ)

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http://mail.yahoo.com

29. thanks for allowing a fellow ham into the fold

Yahoo group: Flying_Hams
Date: 2006-03-09 22:49:05 UTC
From: Dave
Topic: 29 Message: 29

thanks for allowing a former pilot into the folds. dave/kc9cdr

30. New to group

Yahoo group: Flying_Hams
Date: 2006-03-10 01:46:29 UTC
From: rdmegargle
Topic: 30 Message: 30

Just wanted to say hi to all. I currently fly the 747 and have been a ham for 30 yrs. 73, Russ K8AF

31. Re: [Flying_Hams] New to group

Yahoo group: Flying_Hams
Date: 2006-03-10 03:47:39 UTC
From: James Durden
Topic: 30 Message: 31

Hey Russ,

Nice to meet you. I may be doing a fair amount of intl work soon. Do you operate abroad? If so, can you give me some skinny on the best one or two foreign ARS license to have?

Who are you flying whales for these days?

JD

Mesa CRJ CA
-----Original Message-----
From: "rdmegargle" <rdmegargle@...>
Date: Fri, 10 Mar 2006 01:46:29
To:Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] New to group

Just wanted to say hi to all. I currently fly the 747 and have been a
ham for 30 yrs. 73, Russ K8AF

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32. New to the group

Yahoo group: Flying_Hams
Date: 2006-03-10 04:04:17 UTC
From: mvbanks08
Topic: 32 Message: 32

Hello all,

I'm new here and always thought radio and aviation go hand in hand so I applaud the effort. I started flying out of high school and got my ticket in 1982. Currently 1400 or so hour Private Pilot SEL / SES / Instrument. Most of my time is in a Cessna T-206 but currently own / fly a Maule M4-220C. Radio wise I do a little of everything from APRS to SSTV and 160 m through 70 cm. Located in the Sierra Nevada foothills and based at O22 Columbia, Ca.

73,

Mark N6EA

33. Hi

Yahoo group: Flying_Hams
Date: 2006-03-10 10:20:36 UTC
From: Wendell Johnson
Topic: 33 Message: 33

HI All: I saw the article in QRZ and thought it would be fun to see what is happening here. i am new to the group but not new to flying and ham radio. Got my first ham ticket in 1954 and a private license in 1959. I was diagnosed with Parkinson's disease about 6 yrs ago so had to sell my beloved bonanza and have been grounded ever since. But i still look up to see what is flying over my head and am active in amateur radio (mostly on psk and other digital modes) !
Thanks for letting an "old guy" into the group!

Wen Johnson
K7RME

Brings words and photos together (easily) with
PhotoMail - it's free and works with Yahoo! Mail.

34. Thanks again and HF net

Yahoo group: Flying_Hams
Date: 2006-03-10 12:59:13 UTC
From: Daniel
Topic: 34 Message: 34

Hi Everyone,

"Thanks Again"
I know that some of you are probably getting sick of seeing posts with me saying thank you, but I want to welcome all you new guys and say "thank YOU" (again to some and for the first time to others) to everyone for coming out and joining the group. Everyone is more than WELCOME here, young or old, new flyers, old flyers, even just those that look up and dream!
This is EXACTLY what I wanted! Get those stories, questions, etc, out there about Ham radio and flying and learn how to combine these two wonderful aspirations! Also, thanks to our international friends for joining up, will be cool to maybe learn some differences in rules, etc about flying in other countries. A Flying Ham is the same where ever you are in the world! Hi hi!

"HF Net"
I have had a few comments about the net, and so far, everyone's for it, but since no one's come forward quite yet about taking the reins for the Net, I will get in touch with Bonnie and try to work out the details, but I will not be able to be a net control (yet anway-but it might motivate me to get a station up ASAP, hi hi.) as I said in earlier posts...soooo, I will need to have someone step forward and do that, preferably someone with a decent station for 20m, small Yagi or something-but beggers cant be choosers,lol. I still need to work out the details on what we want to accomplish or some kind of protocol, so for that I DO need more input...cuz this net will be for us ALL to enjoy. So, please, dont be shy...come forward with ideas and comments.

"Fly-in's and Hamfests"
Ok, let's face it, what Flying Ham doesnt enjoy Fly-ins and Hamfests?? Ok, there might be a few...but you get my point.
So, be sure to post what Fly-in and/or Hamfests you might be attending..such as Dayton Hamfest or Oshkosh! See the potential??!! nothing like an eyeball QSO or eyeballing your aircraft, right??
For instance, if I can...I'm gonna try and get to the Redbull Air Race this year, where ever they decide to have it here in the U.S.! Who knows, this thing might get big enough to have our own Fly-in someday or booth at Oshkosh, etc! Am I thinking a little big or what?? Ehhh, what can I do? I've always had my head in the clouds!

Ok, enough rambling on for now! Talk to you all soon!

Daniel N9WX

35. Re: Hi

Yahoo group: Flying_Hams
Date: 2006-03-10 13:04:34 UTC
From: Daniel
Topic: 33 Message: 35

Hi Wen,
I am sorry to hear of your diagnosis, but welcome to the group!
Sounds like you could have some stories to tell us, hi hi!
Oh a Bonanza...very nice plane indeed. I'm currently instructing and flying 172's, 150/152's, Piper Lance, Arrow, and Warrior's. But, my real passion in flying is helicopters (I know, I know...cant we all just get along?? LOL.) and I aspire to transition to them in a year and work up to EMS pilot.
I've been ham since 94, when I was 16 and really enjoy the hobby!
Hope to see you posting on the board often!

Daniel N9WX

--- In Flying_Hams@yahoogroups.com, Wendell Johnson <wenjohn1@...> wrote:
>
> HI All: I saw the article in QRZ and thought it would be fun to see what is happening here. i am new to the group but not new to flying and ham radio. Got my first ham ticket in 1954 and a private license in 1959. I was diagnosed with Parkinson's disease about 6 yrs ago so had to sell my beloved bonanza and have been grounded ever since. But i still look up to see what is flying over my head and am active in amateur radio (mostly on psk and other digital modes) !
> Thanks for letting an "old guy" into the group!
>
> Wen Johnson
> K7RME
>
>
>
>
> ---------------------------------
> Brings words and photos together (easily) with
> PhotoMail - it's free and works with Yahoo! Mail.
>

36. new member

Yahoo group: Flying_Hams
Date: 2006-03-10 13:50:27 UTC
From: Bill Buoy
Topic: 36 Message: 36

Hi to all - first licensed in 1979 and have held N5BIA since. About the only contest I like to work is the Texas QSO Party. Work mostly voice ragchew and recently got interested in the digital modes, especially PSK. Design and build many of the station accessories. Also interested in portable/mobile operation and NVIS propagation.

Got my pilot certificate several years ago and have managed to log a little over 200 hours. Inactive for the past 14 months due to time and funding issues. Looking to get back in the air soon. Often thought HF aero mobile, especially in some of the contests, would be a hoot but gotta figure a way to own the plane first. Most FBOs would take a dim view of stringing a few extra wires during pre-flight...

Thanks for starting this group - I'm also the webmaster for the ham radio club (www.w5nc.org) I am a member of, so I know what a commitment this sort of activity is, especially if you work for a living like most of us.

73,
Bill
N5BIA

37. Glad to be aboard!!!

Yahoo group: Flying_Hams
Date: 2006-03-10 18:22:23 UTC
From: David Hook
Topic: 37 Message: 37

Glad to see a goup like this,

I started flying C-152's about 10yrs ago, but ran out of $$ before I could get my Private Pilot's license. At that time it was about $85/hour wet with instructor. Now I am finding its almost $140. I would love to go back, but just can't afford that extra $$.

Any CFI's want their plane cleaned in exchange for lessons.......Of course I would cover the fuel costs :)

Looking forward to hearing more about Aeronautical Ham Radio ops.

You should also have Ham Pilots email their destinations.... Maybe even if they have APRS on board so we can track them online......

Fun stuff!!

David
WB1BPV

38. hi evryone

Yahoo group: Flying_Hams
Date: 2006-03-11 02:33:21 UTC
From: n0zoa
Topic: 38 Message: 38

i saw the post in QRZ and i think it is great that you made this group although i am not a pilot because of health probs and eyesite I guess the closest i will come to being a pilot or flying a plane is my flight simulator 2004 (anxiously awaiting FSX coming out in Dec 06 and screenshots of it look awesome) I always listen to the aero band on my scanner and it is very interesting sometimes like when a pilot coming into weld county co. airport saying landing gear was not down. Fortunatly he belly landed and everyone was ok but was interesting the fact i heard it on earo band first then on the fire and police channels a few minutes later. Also some pilot to pilot convos on 122.9 and 123.450 have been interesting also.

73
n0zoa

39. This seems like a great idea for a forum...

Yahoo group: Flying_Hams
Date: 2006-03-11 03:51:30 UTC
From: Stu Bryant
Topic: 39 Message: 39

Actually tying three hobbies into one, if you care to consider playing on the internet a sort of hobby.

I'm a PP-SEL, licensed in 1980, mostly inactive in the last couple decades unfortunately. Would love to build a Sonex, though had been drooling over the Kitfoxes until Skystar's demise. Have a little tail wheel time which I loved. Have maintained interest in aviation since before I was 5 years old, which is now more than 40 years since.

My ham career started roughly 15 years ago, but so far hasn't progressed much more than my flying, on-air activity wise. Being a tech I carry my HT and even manage the odd qso maybe once a month. Most of my ham buddies moved away & the repeater scene didn't grab my attention that much. Am now working on learning CW so that I might upgrade. Trying to slowly further my electronic skills as well. I really enjoy building simple circuits, small kits, and antennas. I look forward to trying some of the digital modes on HF and weak signal VHF as well.

I live within easy repeater range of Mark N6EA. In fact, Columbia was one of my solo cross country stops long ago, and at that time & place first met a ham pilot. Nice country up there, Mark. Do you hang out on any local repeaters? Many of the ones I monitor are on Mt. Bullion near Mariposa, which is a prominent landmard for finding their airport.

73,
KD6NEM
Stu Bryant, Atwater, Ca.

40. Hello all...

Yahoo group: Flying_Hams
Date: 2006-03-11 09:21:25 UTC
From: kn6ks
Topic: 40 Message: 40

Hi, my name is Tom. I saw the post about this group a week or so ago over at Eham.com and thought it was an interesting concept.
I am not a pilot, more of
an aviation enthusiast, although I did get some stick time back in a former life as an Aerial Intelligence Specialist on the Army OV-1D "Mohawk". It's interesting really, my Army career is what flipped the switch, so to speak, as far as a catalyst for Ham Radio.....I was flying a mission one night in South Korea, back in the late 80's, and since most of the HF radios in our aircraft had not been turned on since their ferry flights to the peninsula, I took it upon myself to test them in flight to verify operation. Flipping through the book, I thought I'd call Anderson AFB on Guam for an HF radio check. As I recall, it was somwhere in the upper part of 5 Mhz. Anyway, Anderson was supposed to be listening on that freq at that time, so I gave a couple of calls. After getting no response besides static, I was getting ready to write the radio up for a check, when all of a sudden, a rather bewildered sounding operator keyed up and said "ummmm, Army 15931, I dont know where Anderson is tonight, but you are Lima Charlie into McClellan." As it turnes out, he had never spoken to an Army aircraft on HF, and he was rather suprised to be speaking to one over Korea. We spoke for a few minutes, and signed off. But I was hooked. It was not long after I got out that I got my Amateur License. I have been an Advanced class operator since 92. I think the original tech (5WPM) was issued in 89 or 90.

Photography is my other hobby, and since I am, as I said, an aviation enthusiast, phtography and aviation go together well. I dont get down to LAX all that often, but there are a few of my shots over at:

http://www.tdhart.com/laxwww/index.htm

There is also a shot or two of mine over at
www.airliners.net
http://www.airliners.net/open.file/0707390/L/
http://www.airliners.net/open.file/0654763/M/

I'll post a couple of my other AV related shots here.

I am currently a senior network engineer for a large LA area hospital, which has, by some convoluted method, caused a relationship with some members of the LA County Sheriff's Department Aero bureau. So I was riding with them a few weekends ago, and our first call, sadly, was to find a downed Schweizer 300CB near Six Flags. The call originally came out as a downed California Highway Patrol heli, but that was quickly discounted. We found the

Schweizer, with 1 fatality (the student) and 1 critical (the instructor). While I enjoyed my patrol flight, that was a very sad situation indeed.

Well, anyway, didn't want to be Captain Bring-Down, but wanted to say hi and tell a little about myself.

Tom - KN6KS

41. Hello everyone

Yahoo group: Flying_Hams
Date: 2006-03-11 13:36:45 UTC
From: Dan Vandervort
Topic: 41 Message: 41

Nice to see a group out there for the flyers! Been flying since 77 and been a ham since 79. My love for both however go back rather farther than that. I now do my hamming and flying down here in the gulf of mexico .Hope to see you all on the air

de AD5NW Dan

42. On the road

Yahoo group: Flying_Hams
Date: 2006-03-11 15:19:07 UTC
From: Daniel
Topic: 42 Message: 42

Hi Everyone,
This will be my last post till next weekend, I am on the road for a job interview. Sooo, if you ask me a question and I dont answer, that's why. Everyone get some good subjects going while I'm gone and be sure to talk about what you'd like to get out of an HF Net, etc. Possible Hamfest/Fly-ins??? LOL. Ok, you see my point...also I expect to see 100 members by the time I check back in next weekend so sppppread the word my friends! Everyone have a great weekend and up coming week, I will look forward to reading all the new posts and seeing a bunch new members on the list!

73,
Daniel N9WX

43. New to group

Yahoo group: Flying_Hams
Date: 2006-03-11 16:22:04 UTC
From: David Shrum
Topic: 30 Message: 43

Hi to all,
As the subject suggest, I am new to this group, I am not a pilot, don't own a plane, not even an ultra-lite, but occasionally listen to air frequencies mostly VHF but once in a while on HF, when I run across traffic, which isn't that often.

The idea of combining Amateur radio with aircraft is an interesting concept. I fit in more on the ham side, I think it sounds like fun, to me, to be able to talk to another ham that is up in the 'wild blue yonder' :) Looking forward to maybe meeting up with some of the group on the air some day.

Dave N8PU

44. Forgot to mention

Yahoo group: Flying_Hams
Date: 2006-03-11 16:30:08 UTC
From: David Shrum
Topic: 44 Message: 44

I forgot to mention that I read about this group on QRZ, I guess I will have to search eham to find the mention of this group there; I as a rule don't visit either web site very often just because I seem to find too many arguments and just lame reasons for the arguments, anyway, 73 for now.
Dave N8PU

46. Just Joined

Yahoo group: Flying_Hams
Date: 2006-03-11 23:19:39 UTC
From: taildragger300
Topic: 46 Message: 46

Hi everyone. Just joined and entered a picture. 2M hand-held works great from the air with an external mic and ear-bud. 73s Bob

47. Re:aeronautical mobile

Yahoo group: Flying_Hams
Date: 2006-03-11 23:50:21 UTC
From: Mark@n6ea.com
Topic: 47 Message: 47

A couple of people have mentioned aeronautical mobile and why not, if ever there was a group for it, this would be it. I was wondering what you all use in the way of HT's / Rigs. I personally have a Vertex (Yaesu) VXA-700 that just about fit's the bill for my purposes. It has 2 meters (ham band), aircraft (incl Nav with CDI) weather and FM broadcast. Unfortunately they quit making it. I think hams complained about unlicensed use on 2 meters. Just my theory. It didn't receive real good reviews on eham (hams are a critical bunch) but I love it and was glad to find it new at radioworld.com in Canada. (They had a few left if anyone is interested) BTW, Closeout price was 340.00 incl. the headset adapter, shipped to US.

Anyway, what do the rest of you use?

Mark N6EA

48. new to group

Yahoo group: Flying_Hams
Date: 2006-03-12 00:05:02 UTC
From: aalfa533
Topic: 48 Message: 48

Hi! I saw the notification about this group and became curious.
I have been a pilot since 1966, received commercial, instrument,
CFI, CFII, & multiengine ratings in 1969 but never did get hired by
the airlines; maybe I should be glad now since two of them I applied
to are - or were - Braniff & Eastern! I am retired after over 32
years in the FAA at Houston Center. I have been a ham since 1955;
got my novice in 1955 with call KN5CXH; a year later passed the Tech
test and then in 1957 got General and have had the call K5CXH all
these years. Another pilot/ham buddy since high school and I went to
a hamfest in Tulsa in 2001 where they were giving written exams.
Both of us took the Extra test & passed it so we are now Extras but
see no need to change call signs - have had this one over 50 yrs. now.
I know about the "starving flight instructor" business; been there &
done that. However, working for the FAA gave me much better job
security & retirement benefits than I would have had with the airlines.
Good luck - 73!
Ron (K5CXH)

49. New to the Forum

Yahoo group: Flying_Hams
Date: 2006-03-12 03:03:35 UTC
From: David & Cheryell (Averill) Romere
Topic: 49 Message: 49

Hello all,

I saw a note on QRZ.com about this forum. I'm David Romere, KA5OWI.
I am an Extra class ham, FCC General RadioTelephone Operator License
holder, and an FAA Airframe and Powerplant (A&P) licensed mechanic. I
work as an Avionics Technician for a major airline in the Tulsa, OK
area. Currently working on the Boeing 757-200. Been a ham since 1982
and an aviation nut my whole life. I soloed several years back but
ran out of money to finish. I'll get it eventually. I'm also a
member of the Civil Air Patrol with my oldest son. I'm looking
forward to using this site.

73!

50. Flying

Yahoo group: Flying_Hams
Date: 2006-03-12 04:03:15 UTC
From: gene560
Topic: 50 Message: 50

Saw this on QRZ. Have been involved in aviation since 1954(USAF).
Have flown many types of aircraft over the years. Presently crew on a
Citation Encore out of Beckley WV. Use a portable on 2 meters
aeronautical on 146.52

Gene
W8NBG

51. Re: New on this forum

Yahoo group: Flying_Hams
Date: 2006-03-12 12:57:37 UTC
From: James Durden
Topic: 19 Message: 51

The trim failure was a channel failure. There are two channels that enable us to move the horizontal stab trim. One was inoperative, the other had redundant features. Had the redundant trim been inop, we'd been having another cup of coffee waiting for a mechanic to fix it on the spot rather than flying it to Phoenix. Since it was the non-redundant (channel 1), I flew it to PHX at a block altitude of 16-17,000 with an airspeed of 195 knots. The restriction placed on it by the MEL was to fly it at a speed that kept trim within our "green arc". That equaled 16000 at 195 knots or more importantly 4hours and 20 minutes of hand flying. It was similiar to flying a Cessna in slow flight for over four hours.

JD

--- In Flying_Hams@yahoogroups.com, <EC1CWG@...> wrote:
>
> Hello James and all,
> ¨I wouldn't fly anything I built.¨ that was a good sentence. I bought the
> kit but I got a good help from 3 other guys at our Air Club. One of them
> have built several S12s so he has a lot of experience on the plane. We spent
> about 100 hours on the project and didn´t have any problem. In fact, not a
> problem after an intensive use (abuse I should say) of 2 years. It was a
> good plane and very funny to fly but I found it a little bit slow for me
> (hard to get 70 mph with 2 passengers). Other disadvatage is that you´re not
> allow to get into controlled spaces with that kind of experimental plane or
> even land in some airports (spanish regulations). Trim failure?...doesn´t
> look too bad if the plane is not so much loaded...73s!
> EC1CT Fernando
> E-mail: ec1cwg@...
> URE & ARRL member
>
>
>
> > Hello Fernando,
> >
> > Pleasure to meet you. Congrats on your endeavors such as

building your
> > own aircraft.
> >
> > Personally, I wouldn't fly anything I built. As we talk, I am
debating
> > taking a CRJ with a trim failure. It would be a ferry flight but
I am not
> > to cozy with it.
> >
> > JD
> >
>

52. Re: This seems like a great idea for a forum...

Yahoo group: Flying_Hams
Date: 2006-03-12 13:04:51 UTC
From: James Durden
Topic: 39 Message: 52

Congrats on your CW endeavor! I personally love CW! I'd say it is my preferred mode on the Ham bands. When I was active, I was comfortable at 33 wpm and could push 35-38 on a good day. The key to CW speed is to eventually put the pencil down. Then you start to hear phrases and words rather than letters. If you spend some time on the novice and general cw bands, you'll be able to listen to many a QSO and improve. Additionally, it doesn't hurt when you have an Elmer like I was lucky to have. I met Leon Ratcliff, WB5ICV, on 40 novice CW. I was plunking along at 8 WPM at that time. Leon encouraged me to put down the pencil and he'd repeat whatever I needed. He was super patient with me and that fostered me along.

Leon could read up to 40 WPM but could only send at 15-20 WPM. He was hit by a car and had lost some physical ability related to that accident. His mind could go 40 but his hands couldn't.

73

JD

--- In Flying_Hams@yahoogroups.com, "Stu Bryant" <kd6nem@...> wrote:
>
> Actually tying three hobbies into one, if you care to consider playing
> on the internet a sort of hobby.
>
> I'm a PP-SEL, licensed in 1980, mostly inactive in the last couple
> decades unfortunately. Would love to build a Sonex, though had been
> drooling over the Kitfoxes until Skystar's demise. Have a little tail
> wheel time which I loved. Have maintained interest in aviation since
> before I was 5 years old, which is now more than 40 years since.
>
> My ham career started roughly 15 years ago, but so far hasn't
> progressed much more than my flying, on-air activity wise. Being a
> tech I carry my HT and even manage the odd qso maybe once a month.
> Most of my ham buddies moved away & the repeater scene didn't grab my
> attention that much. Am now working on learning CW so that I might
> upgrade. Trying to slowly further my electronic skills as well. I
> really enjoy building simple circuits, small kits, and antennas. I
> look forward to trying some of the digital modes on HF and weak signal
> VHF as well.
>
> I live within easy repeater range of Mark N6EA. In fact, Columbia

was
> one of my solo cross country stops long ago, and at that time &
place
> first met a ham pilot. Nice country up there, Mark. Do you hang out
on
> any local repeaters? Many of the ones I monitor are on Mt. Bullion
> near Mariposa, which is a prominent landmard for finding their
airport.
>
> 73,
> KD6NEM
> Stu Bryant, Atwater, Ca.
>

53. Re: On the road

Yahoo group: Flying_Hams
Date: 2006-03-12 13:05:59 UTC
From: James Durden
Topic: 42 Message: 53

Aviation interview? If so, give us the skinny mate.

I'm swimming in the FedEx pool as we speak.

JD

--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx_dan@...> wrote:
>
> Hi Everyone,
> This will be my last post till next weekend, I am on the road for a
> job interview. Sooo, if you ask me a question and I dont answer,
> that's why. Everyone get some good subjects going while I'm gone and
> be sure to talk about what you'd like to get out of an HF Net, etc.
> Possible Hamfest/Fly-ins??? LOL. Ok, you see my point...also I expect
> to see 100 members by the time I check back in next weekend so
> sppppread the word my friends! Everyone have a great weekend and up
> coming week, I will look forward to reading all the new posts and
> seeing a bunch new members on the list!
>
> 73,
> Daniel N9WX
>

54. ANTENNAS

Yahoo group: Flying_Hams
Date: 2006-03-12 15:49:05 UTC
From: Britt M. Mulhollem
Topic: 54 Message: 54

Anyone out ther buld antennas for a Hobby? Any enrouters that would like to make contact? I have an A&P, and hold a PP SEL.

55. Newcomer from The Netherlands

Yahoo group: Flying_Hams
Date: 2006-03-12 16:53:34 UTC
From: pd0ldc
Topic: 55 Message: 55

Hello All,
I just read the info about this group on the QRZ.com website and instantly was attracted to the idea of signing up. So her I am. My (operator) name is Dominic. I live in The Neterlands ever since my birth in 1950. I have been ("novice")licensed in 1982 and was given my call as PD 0 LDC. I retired from the Royal Netherlands Air Force (RNLAF) by the end of 2003 after some 35 years of thrilling military aviation related life. I look forward to the expanded possibilities for D-licensees in the near future here in The Netherlands. We will be granted some "playground" on HF : 7.050 - 7.100 MHz; 14.000 - 14.250 MHz; 28.000 - 29.700 MHz with a power limit of 25 Watts PEP. So this constitute some challenges ahead !!!
This is it for now.
73 from lovely Holland,
Dominic
PD 0 LDC

56. Just Joined

Yahoo group: Flying_Hams
Date: 2006-03-12 17:14:25 UTC
From: Daniel
Topic: 46 Message: 56

I had read about this group on qrz.com. I am a single engine pilot in the San Francisco
bay area. I have gone to Oshkosh and had meet other hams/pilots there. I also have had the joy of working from a King Air 300 right seat, aeronautical mobile
.

--

Daniel

PGP: AD5A 96DC 7556 A020 B8E7 0E4D 5D5E 9BA5 C83E 8C92

57. Re: [Flying_Hams] Newcomer from The Netherlands

Yahoo group: Flying_Hams
Date: 2006-03-12 17:28:26 UTC
From: gmas
Topic: 55 Message: 57

right in the middle of our cw band... wonderful...

pd0ldc wrote:

>Hello All,
>I just read the info about this group on the QRZ.com website and
>instantly was attracted to the idea of signing up. So her I am. My
>(operator) name is Dominic. I live in The Neterlands ever since my
>birth in 1950. I have been ("novice")licensed in 1982 and was given my
>call as PD 0 LDC. I retired from the Royal Netherlands Air Force
>(RNLAF) by the end of 2003 after some 35 years of thrilling military
>aviation related life. I look forward to the expanded possibilities for
>D-licensees in the near future here in The Netherlands. We will be
>granted some "playground" on HF : 7.050 - 7.100 MHz; 14.000 - 14.250
>MHz; 28.000 - 29.700 MHz with a power limit of 25 Watts PEP. So this
>constitute some challenges ahead !!!
>This is it for now.
>73 from lovely Holland,
>Dominic
>PD 0 LDC
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>Yahoo! Groups Links
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58. new to group

Yahoo group: Flying_Hams
Date: 2006-03-12 20:22:38 UTC
From: rckchp2000
Topic: 48 Message: 58

Hello,

As to my ham radio particulars....I am Rich, K2CPE. I got my 1st ham license in 1962 (novice WN2BSN). Never could get cw copy speed over 10 wpm (still can't) so that license expired after 1 year. Got re-licensed with another novice call, KA2CDL, in 1978....was semiactive a couple years but eventually let that license expire. At some point (mid 90s?) I was informed about the 2 yr. "grace" period, applied 1 week before it expired and was issued new novice license, KB2CPE. When code requirement for general dropped to 5 wpm I took the written test and upgraded to general (lite). Used vanity process to drop the "B". The past few years I've been semi-active on the air. I don't have a permanent "shack" at my qth. I ocasionally throw up a wire antenna (or Buddipole)in the backyard and operate ssb..... sometimes set up on top the highest hill in town, a cemetery.....no complaints from residents. Until recently my only hf rig has been a qrp Elecraft K2......I now also now have an old Icom IC-730 (100 watts).....haven't used it yet. Also have an assortment of vhf/uhf rigs that I use doing support coms at a few public service events, walk-a-thons, bike-a-thons,etc.

As to my aviation interests.....I had a neighborhood playmate whose dad was the manager (and head cfi, head mechanic/IA, and FAA Designated Examiner)at the long since closed Red Bank (NJ) Airport. He occasionally took us to the airport with him on Saturdays, and we washed planes, swept the hangar, mowed the grass, etc. and usually were given a short ride around the patch at the end of the day. Thats how I caught the "aviation bug".....soloed a 7AC Champ at age 18 but college intervened had to quit flying. Did an enlisted hitch in Naval Aviation in a F4 Squadron. Got back to flying lessons in 1987 and passed private check ride in 1988. Flew usual Cessna and Piper rentals then joined a club which had a 7DC Champ (flew 2/3 of my 400+ hrs in that Champ. The Champ suffered one to many "fender benders" and our insurance was dropped so that club dissolved. Joined another club that had the ususal assortment of Pipers & Cessnas and flew those until at age 49 I left batchlorhood and got married. A few flights convinced me of two things.....my wife was never going to like flying and I couldn't support two expensive hobbies....so I stopped flying. Watching with interest the Sport Pilot thing.....maybe will eventually get back to flying as "Sport Pilot".....thats all I ever was anyway.

Rich A. k2cpe
K2 #1102

59. New Member

Yahoo group: Flying_Hams
Date: 2006-03-12 23:48:55 UTC
From: Ed
Topic: 59 Message: 59

Greetings all, name here is Ed, N3YDN, and all though I'm not a pilot I am a aviation nut. I enjoy taking photos of all types of aircraft as well as listening to aviation comms on VHF & HF.

I've uploaded a few photos of some of our helos. I'm a shift supervisor for the Communications Sections of the Delaware State Police, and it's just so happens we have several rotorary wing and fixed wing aircraft!

Sure hope this web page catches on

73...de ED, N3YDN

60. Re: ANTENNAS

Yahoo group: Flying_Hams
Date: 2006-03-13 01:27:19 UTC
From: Stu Bryant
Topic: 54 Message: 60

Britt,

I am an antenna enthusiast of sorts, done a little work with 70 cm antennas. Have a 5 el cubical quad on my roof which allows me to hit an FM repeater about 120 miles away on 2 watts. (we have some nice mountain repeater sites around here) But I'm waiting for a QTH change in the next one or two years so I can have enough real estate to spread lots of wire. Have lots of ideas, been doing a little modeling & lots of reading. Will throw up an 80 meter HOHPL (if not an 160 meter one), experiment with moxons, & build something for 6 & 2 meter weak signal for starters. Wire is cheap, but finding enough real estate around here to hang it isn't!

I'm not surprised at the diversity here in this group, but it is interesting how many of these guys fly some seriously heavy iron. How many 747 pilots did I see?

73,

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, "Britt M. Mulhollem" <wb4gad@...> wrote:
>
> Anyone out ther buld antennas for a Hobby? Any enrouters that would
> like to make contact? I have an A&P, and hold a PP SEL.
>

61. THANKS FOR SITE

Yahoo group: Flying_Hams
Date: 2006-03-13 18:02:46 UTC
From: xq6et
Topic: 61 Message: 61

HELLO GREETINGS FROM CHILE
HAVE BEEN AN AMATEUR OP FOR 26 YEARS
AND A PILOT FOR MONTHS HA HA
GOOD LUCK ON FINDING YOUR DREAM JOB
AT THE AGE OF 42 MY CHANCE HAS LONG SINCE GONE...
73S BOB

62. RE: [Flying_Hams] THANKS FOR SITE

Yahoo group: Flying_Hams
Date: 2006-03-13 18:47:52 UTC
From: David Vincent
Topic: 61 Message: 62

Don't understand why you would say your DREAM job is gone at 42. I've just turned 54 and I'm still getting ready to do some more Commercial flying. Currently looking at flying a TWIN OTTER on Floats out of ST. CROIX in the U.S. Virgin Islands. Not a bad job for $70,000 per year. Who says you can't get a fun job over 50? LET ALONE at just 42... HAHA

Pilot Dave
Coronado, CA

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of xq6et
Sent: Monday, March 13, 2006 10:03 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] THANKS FOR SITE

HELLO GREETINGS FROM CHILE
HAVE BEEN AN AMATEUR OP FOR 26 YEARS
AND A PILOT FOR MONTHS HA HA
GOOD LUCK ON FINDING YOUR DREAM JOB
AT THE AGE OF 42 MY CHANCE HAS LONG SINCE GONE...
73S BOB

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<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

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Service <http://docs.yahoo.com/info/terms/> .

_____

63. (no subject)

Yahoo group: Flying_Hams
Date: 2006-03-13 19:57:45 UTC
From: Wendell Palmer
Topic: 63 Message: 63

test message

Brings words and photos together (easily) with
PhotoMail - it's free and works with Yahoo! Mail.

64. New to Group (Again!!)

Yahoo group: Flying_Hams
Date: 2006-03-13 20:02:02 UTC
From: Nik Read
Topic: 64 Message: 64

Hi All,

Great idea for a group..

I flew gliders a few Years ago as well as being an Avionics engineer in the Royal Navy (Fleet Air Arm). I Now help out as a volunteer at Brooklands Museum in the UK, restoring and doing conservation work on our aircraft collection. Next project is a flying replica of A.V.Roe's aircraft that He flew from Brooklands in 1908 and became the first person to Fly in the UK. We aim to "fly" the replica on the centinery date in June 2008.

I have been involved in Ham radio since 1970 as an SWL and held my first license in 1989 as G7DND and in 2001 passed my morse test to become M5DND.. Active on most bands and Modes.. Mainly on 6m/2m/10m/17m/20m ..

Looking forward chatting on an HF net if we can hear it over here !!..

Cheer's
Nik
M5DND

65. RE: [Flying_Hams] THANKS FOR SITE

Yahoo group: Flying_Hams
Date: 2006-03-13 20:54:43 UTC
From: Nathan Jackson
Topic: 61 Message: 65

Hey Dave, Saw your post on the E-Group. Congrats on
getting the "Dream Job". However I have to ask. Is the
the airline that appeared in an issue of AOPA PIlOT a
few months back?.
Nathan Jackson (K4NWJ) PP-ASEL

--- David Vincent <sddave@...> wrote:

> Don't understand why you would say your DREAM job is
> gone at 42. I've
> just turned 54 and I'm still getting ready to do
> some more Commercial
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> Pilot Dave
> Coronado, CA
>
> -----Original Message-----
> From: Flying_Hams@yahoogroups.com
> [mailto:Flying_Hams@yahoogroups.com]
> On Behalf Of xq6et
> Sent: Monday, March 13, 2006 10:03 AM
> To: Flying_Hams@yahoogroups.com
> Subject: [Flying_Hams] THANKS FOR SITE
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> HELLO GREETINGS FROM CHILE
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Nathan Jackson (K4NWJ)

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http://mail.yahoo.com

66. New Member

Yahoo group: Flying_Hams
Date: 2006-03-13 21:47:16 UTC
From: Kelly Wilson
Topic: 59 Message: 66

Hi all-

I saw notice of this group on QRZ.com, what a great idea. I've been licensed since 1958, first as KN7KJI, then as KG7G since '82. I have been flying since 1964, Air Force and airlines. I used to operate aeromobile from a C135 over the Pacific during the Vietnam nastiness. Most recent operations were from a DC8 motoring down to South America while over the Caribbean.
I'm now retired and living on an airpark and building an RV9. There are about 20 RVs flying and another 20 under construction here. When completed I intend to operate my Icom 706 on HF and 2M from the aeromachine. We have about a dozen hams on the field and I'll be spreading the word about this group.

Kelly Wilson KG7G

67. RE: [Flying_Hams] Re: ANTENNAS

Yahoo group: Flying_Hams
Date: 2006-03-13 21:59:37 UTC
From: BRITT M. MULHOLLEM
Topic: 54 Message: 67

Your right about the diversity, I did know that there were that many Flying Hams. I am in Florida, retired and 59. I make antennas for fellow hams. I have made 2 LP's for 20M to 10M, big ones 21 feet by 32 feet. Now, working on Quagi's for 70 CM. I use copper pipe, 1/8in and 3/8in, as well as common 1/2 in and 3/4 off the shelf type L.

I am an A&P, and a PP. It just cost too much to own an airplane, so I had my mother, also a PP, sell the 172 M we had for 25 years, placed it in a CD. The Uniden scanner is on the Aircraft Band and it runs 24, 7. I was a 93K20 in the Army, ATC EN Route Controller.

The QTH is in EL89, Ocala, Florida. Here at the Ham Station I have more crud the the law allows. Satellite tracking antennas; two Quagi's, 2M and 70 cm interfaced on one boom, with a 2400 MHz 48" dish in the center. I am using a pan & tilt to do the AZ/EL. As a controller, it's EA4TX's interfaced to the computer, using Satscape to track. I have another 12' dish TVRO dish to peak at the TV stations. I have, all home made, antennas.

Well that's a quick over view. On this end.....Over Britt
-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]On Behalf Of Stu Bryant
Sent: Sunday, March 12, 2006 8:27 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Re: ANTENNAS

Britt,

I am an antenna enthusiast of sorts, done a little work with 70 cm antennas. Have a 5 el cubical quad on my roof which allows me to hit an FM repeater about 120 miles away on 2 watts. (we have some nice mountain repeater sites around here) But I'm waiting for a QTH change in the next one or two years so I can have enough real estate to spread lots of wire. Have lots of ideas, been doing a little modeling & lots of reading. Will throw up an 80 meter HOHPL (if not an 160 meter one), experiment with moxons, & build something for 6 & 2 meter weak signal for starters. Wire is cheap, but finding enough real estate around here to hang it isn't!

I'm not surprised at the diversity here in this group, but it is interesting how many of these guys fly some seriously heavy iron. How many 747 pilots did I see?

73,

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, "Britt M. Mulhollem" <wb4gad@...>
wrote:
>
> Anyone out ther buld antennas for a Hobby? Any enrouters that would
> like to make contact? I have an A&P, and hold a PP SEL.
>

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b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

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68. New to the group, but.....

Yahoo group: Flying_Hams
Date: 2006-03-13 23:33:20 UTC
From: k9aro
Topic: 68 Message: 68

I am a pilot since 1976 and a Ham since 1995 and just passed General and it isn't posted yet. That is how I found this group by checking to see if my General was there. This is a great idea for a group and look foreward to seeing it grow.~~~Jim - K9ARO/AG in Arizona.

69. (no subject)

Yahoo group: Flying_Hams
Date: 2006-03-13 23:48:55 UTC
From: Nik Read
Topic: 69 Message: 69

Should have added in my first post the website for the A.V.Roe project

Try www.roe1project.org.uk

Nice to see so many Aviation minded Amateurs out there..

Cheer's
Nik
M5DND

70. New Member

Yahoo group: Flying_Hams
Date: 2006-03-14 02:03:33 UTC
From: Jim Muse
Topic: 59 Message: 70

Hi, everyone.

Just learned of this group through the Skymaster group (Thanks, GMAs).

I am Jim Muse, WB6KKG, advanced (I know, out of date, but valid). I am also a private pilot and owner of a 1975 Cessna Skymaster, a push/pull twin.

I have been flying (on and off) for over 30 years, and have been a ham for nearly that long.

I look forward to the group. I don't operate much, but lurk a lot & have gotten the bug anew.

Jim

71. Re: Glad to be aboard!!!

Yahoo group: Flying_Hams
Date: 2006-03-14 02:53:25 UTC
From: Ken Brown
Topic: 37 Message: 71

--- In Flying_Hams@yahoogroups.com, "David Hook" <wb1bpv@...> wrote:

> You should also have Ham Pilots email their destinations.... Maybe
> even if they have APRS on board so we can track them online......

David, I often use a Kenwood D7 HT, have it in a suction cup mount handheld holder on the left window, and GPS on the right side yoke as I don't like to block my engine oil gauges ;-) . Works fine, though a D700 will eventually be used, running in the lowest power setting.

I use W2KB-7 in the plane. See http://map.findu.com/w2kb-7

Fly out of 47N, Central Jersey Regional, nee Kupper.

73, ---Ken W2KB N16019 (a 76 Cessna Cardinal C177B)

72. RE: [Flying_Hams] THANKS FOR SITE

Yahoo group: Flying_Hams
Date: 2006-03-14 03:39:46 UTC
From: David Vincent
Topic: 61 Message: 72
Attachments: 2 described; binary payloads are missing from this source WARC

YEP, it was in Last Months AOPA and talked about needing pilots badly. They said that they can't keep pilots because a lot of them don't like the island life. I will only probably be there for a year or so. I am retired now, but still love to fly and to do TWIN SEAPLANE work, if you call it work, in ST. CROIX and ST. THOMAS, is not any problem at all.

Pilot Dave
Coronado, CA

<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Nathan Jackson
Sent: Monday, March 13, 2006 12:55 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] THANKS FOR SITE

Hey Dave, Saw your post on the E-Group. Congrats on
getting the "Dream Job". However I have to ask. Is the
the airline that appeared in an issue of AOPA PIlOT a
few months back?.
Nathan Jackson (K4NWJ) PP-ASEL

--- David Vincent <sddave@...> wrote:

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> Who says you can't get a fun job over 50? LET ALONE
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>
> Pilot Dave
> Coronado, CA
>
> -----Original Message-----
> From: Flying_Hams@yahoogroups.com
> [mailto:Flying_Hams@yahoogroups.com]
> On Behalf Of xq6et
> Sent: Monday, March 13, 2006 10:03 AM

> To: Flying_Hams@yahoogroups.com
> Subject: [Flying_Hams] THANKS FOR SITE
>
>
> HELLO GREETINGS FROM CHILE
> HAVE BEEN AN AMATEUR OP FOR 26 YEARS
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Nathan Jackson (K4NWJ)

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Service <http://docs.yahoo.com/info/terms/> .

<http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>

73. Re: [Flying_Hams] THANKS FOR SITE

Yahoo group: Flying_Hams
Date: 2006-03-14 07:12:52 UTC
From: James Durden
Topic: 61 Message: 73

I just got put into the FedEx pool at 39.

If US Airlines go to age 65 for retirement, then late bloomers may still have a chance.

-----Original Message-----
From: "David Vincent" <sddave@san.rr.com>
Date: Mon, 13 Mar 2006 19:39:46
To:<Flying_Hams@yahoogroups.com>
Subject: RE: [Flying_Hams] THANKS FOR SITE

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>
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob:
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob>
>
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
> I-knAA> and craft supply   Ham
>
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a:
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a>
>
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
> radio
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>   _____
>
> YAHOO! GROUPS LINKS
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>

>
> *   Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams: <http://groups.yahoo.com/group/Flying_Hams>
> " on the
> web.
>
>
> *   To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
>
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
>
>
>
> *   Your use of Yahoo! Groups is subject to the
> Yahoo! Terms of
> Service <http://docs.yahoo.com/info/terms/: <http://docs.yahoo.com/info/terms/> > .
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>   _____
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Nathan Jackson (K4NWJ)

_____
Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com: <http://mail.yahoo.com>

SPONSORED LINKS
Craft hobby: <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg> Hobby and craft supply: <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA> Ham radio: <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>

YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams: <http://groups.yahoo.com/group/Flying_Hams> " on the web.

* To unsubscribe from this group, send an email to:
 Flying_Hams-unsubscribe@yahoogroups.com:
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service:
<http://docs.yahoo.com/info/terms/> .

---

74. Avionics

Yahoo group: Flying_Hams
Date: 2006-03-14 15:20:16 UTC
From: w2ilp2002
Topic: 74 Message: 74

I read about this group on QRZ and posted a message there.
I do not hold a pilot's license but I formally held an FAA Radio Instrument Repairman's License, when I worked at an FAA aproved Collins-Rockwell service center.

I try to keep up with the latest developments in avionics although I am 73 years old and retired.

Bob W2ILP

75. Great Group

Yahoo group: Flying_Hams
Date: 2006-03-15 04:44:14 UTC
From: herbert_giles
Topic: 75 Message: 75

Hello,

I have just joined and look forward to membership of an interesting group! Please beleive me, my flying and Amateur radio operations are to a far higher standard than my typing!

I am a UK PPL and fly an emeraude off a farm strip 4 miles from home. I am 55 next sunday and started as an SWL when I was ten, progressing through the then British B Licence, 2m and higher frequencies. 16 years ago I changed to the Full ticket and am now G0NXA.

I fly a Piel Emeraude G=AYTR. If you wish to see where I fly, look at the new and developing website at www.defford_croftfarm.co.uk. In a few days you will be able to fly a circuit with me and over the next few weeks more info will be available.

Every year in June, the 10th this year, we hold a Charity Fly-In and this year we are hosting a Vintage Aircraft Club Fly-In which could bring us 80 aircraft. Of those that have visited before, but which needed a longer runway so didn't stop, were a VC10 tanker from the RAF flown by a kitfox pilot!, a P51D, and this year we are finalising the details for a rare Spitfire XI and a Curtiss P40. If I get my act together we may have a webcam or two for the event!

Another thing that I hope to do is organise a 1960s style mobile rally and would love to hear from anyone who might be able to bring aircraft that are equied for /AM. This does not offer any hope that our authorities would let us use it but it would be very interesting to see.

Currently suffering a +30 dB noise level off the power distribution in the village, I spend much of my spare time on the airfield. So, if you are in the area ring for PPR and it will be great to see you.

Giles Herbert
QTHR

76. Re: [Flying_Hams] Great Group

Yahoo group: Flying_Hams
Date: 2006-03-15 12:30:09 UTC
From: David Shrum
Topic: 75 Message: 76

I got an "ERROR The requested URL could not be retrieved" message with
both Internet Explorer and with Firefox.
Dave N8PU

herbert_giles wrote:
> Hello,
>
> I have just joined and look forward to membership of an interesting
> group! Please beleive me, my flying and Amateur radio operations are
> to a far higher standard than my typing!
>
> I am a UK PPL and fly an emeraude off a farm strip 4 miles from
> home. I am 55 next sunday and started as an SWL when I was ten,
> progressing through the then British B Licence, 2m and higher
> frequencies. 16 years ago I changed to the Full ticket and am now
> G0NXA.
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> I fly a Piel Emeraude G=AYTR. If you wish to see where I fly, look
> at the new and developing website at www.defford_croftfarm.co.uk. In
> a few days you will be able to fly a circuit with me and over the
> next few weeks more info will be available.
>
> Every year in June, the 10th this year, we hold a Charity Fly-In and
> this year we are hosting a Vintage Aircraft Club Fly-In which could
> bring us 80 aircraft. Of those that have visited before, but which
> needed a longer runway so didn't stop, were a VC10 tanker from the
> RAF flown by a kitfox pilot!, a P51D, and this year we are finalising
> the details for a rare Spitfire XI and a Curtiss P40. If I get my
> act together we may have a webcam or two for the event!
>
> Another thing that I hope to do is organise a 1960s style mobile
> rally and would love to hear from anyone who might be able to bring
> aircraft that are equied for /AM. This does not offer any hope that
> our authorities would let us use it but it would be very interesting
> to see.
>
> Currently suffering a +30 dB noise level off the power distribution
> in the village, I spend much of my spare time on the airfield. So, if
> you are in the area ring for PPR and it will be great to see you.
>
> Giles Herbert
> QTHR
>
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> Yahoo! Groups Links
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77. This Just Makes Sense

Yahoo group: Flying_Hams
Date: 2006-03-15 14:39:51 UTC
From: Peter
Topic: 77 Message: 77

I have always thought that these two things went together. My flight instructor is intersted in radio, but I've never met any other HAM's who were into flying. It just makes sense.

78. From India

Yahoo group: Flying_Hams
Date: 2006-03-16 09:00:12 UTC
From: vu2nks
Topic: 78 Message: 78

Hi All,
Got my Ham Lic. in 1983.Was an SWL since 1975.
Got SPL on SEL for Pushpak Mk-I in 1977.Got PPL in
1979.The A/C is a tail-dragger.The PPL has lapsed.
Currently with Air India as an AME certifying
A/C Structural Repairs.With AI since 1983.
Rig is FT-840 op barefoot into 3el steppir.
QTH.outskirts of Bombay,Westcoast of India.
Got into aviation as a direct result of
interest in HAM RADIO.

73 & Happy Landings.
VU2NKS
Nandu

79. Greetings from V U Land. INDIA.

Yahoo group: Flying_Hams
Date: 2006-03-16 10:17:07 UTC
From: Micky Korde
Topic: 79 Message: 79

Dear Daniel, N9WX,
Greetings from V U Land. INDIA.
Thanks for adding me in the Group.
Read the article on QRZ site.
Very interesting idea indeed.
I am not in aviation but a ham for the
past many years & an instructor for the
aspiring Hams. Also a founder member
& Hon. Secretary of
THANE AMATEUR RADIO ASSOCIATION.
THANE, MUMBAI - INDIA
which is known as TARA Group.
I am sending you an invitation to join the same.
Would like to hear more from you
till then,
73's
de : MICKY - VU2 IZO

Yahoo! Mail
Use Photomail to share photos without annoying attachments.

80. I like this group

Yahoo group: Flying_Hams
Date: 2006-03-16 10:57:23 UTC
From: kc0sey
Topic: 80 Message: 80

Hello,

My Name is Brian Fletcher/KC0SEY.
I am from the great state of South Dakota, the land of Mount Rushmore
and Ring-Necked Pheasants.

This is a great group. Congrats

73
KC0SEY

81. Re: [Flying_Hams] huston we may have a problem

Yahoo group: Flying_Hams
Date: 2006-03-16 18:23:19 UTC
From: gmas@inreach.com
Topic: 79 Message: 81

Ahhh before the flying_hams... I think their already is a group called the flying hams up in Washington State... might want to check and make sure were not stepping on anyones toes ... as they might not like someone coming in on their group name... As I recall most of them are into the search and rescue of aircraft and people... out in the woods... but, that was years ago and they may have disbanded by now... anyway might want to check and see

Flying and ham radio are like shoes and sox... you don't need either one but, when they are used togeather... it makes it so much more confortable...

G.M>

82. Re: Great Group

Yahoo group: Flying_Hams
Date: 2006-03-17 10:14:09 UTC
From: herbert_giles
Topic: 75 Message: 82

I apologise.... though I did warn you all the URL is www.defford-croftfarm.co.uk with a hyphen and not an underscore. Sorry!
GilesIn Flying_Hams@yahoogroups.com, "herbert_giles"
<giles_herbert@...> wrote:
>
> Hello,
>
> I have just joined and look forward to membership of an interesting
> group! Please beleive me, my flying and Amateur radio operations
are
> to a far higher standard than my typing!
>
> I am a UK PPL and fly an emeraude off a farm strip 4 miles from
> home. I am 55 next sunday and started as an SWL when I was ten,
> progressing through the then British B Licence, 2m and higher
> frequencies. 16 years ago I changed to the Full ticket and am now
> G0NXA.
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> Every year in June, the 10th this year, we hold a Charity Fly-In
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> this year we are hosting a Vintage Aircraft Club Fly-In which could
> bring us 80 aircraft. Of those that have visited before, but which
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> RAF flown by a kitfox pilot!, a P51D, and this year we are
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> the details for a rare Spitfire XI and a Curtiss P40. If I get my
> act together we may have a webcam or two for the event!
>
> Another thing that I hope to do is organise a 1960s style mobile
> rally and would love to hear from anyone who might be able to bring
> aircraft that are equied for /AM. This does not offer any hope
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> our authorities would let us use it but it would be very
interesting
> to see.
>
> Currently suffering a +30 dB noise level off the power distribution

> in the village, I spend much of my spare time on the airfield. So,
if
> you are in the area ring for PPR and it will be great to see you.
>
> Giles Herbert
> QTHR
>

83. Good Morning from Jersey, Channel Islands

Yahoo group: Flying_Hams
Date: 2006-03-18 11:14:39 UTC
From: illsaywhen
Topic: 83 Message: 83

Hi all.
I passed my HAM ticket in 1983, and got my PPL in 1986. At our aero club, there are quite a few of us who have our HAM tickets, PPL and commercial alike.

We have an International Air Rally each year, and have set up a station at the club. More info at http://www.jerseyaeroclub.com/rally.php

We have also used 10Ghz video link to assist in the marking of "Spot Landing competitions" when using 09 (The club house is by the 27 threshold.

Has anyone else activated their club.???

Steve
GJ6WRI

84. Hi another HAMVIATOR from India

Yahoo group: Flying_Hams
Date: 2006-03-18 17:27:15 UTC
From: Shantanu Chand
Topic: 84 Message: 84
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

85. FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-18 17:40:45 UTC
From: James Durden
Topic: 85 Message: 85

Anyone flying for FedEx?

I am swimming in the FedEx hiring pool and was just curious about other members.

Thanks,

JD
KA5WXU/0

86. Re: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-18 19:57:46 UTC
From: gmas
Topic: 85 Message: 86

ahhhh please don't mention FEDEx ... right now they are the lowest group
on the totem pole of life... they have lost several items that we sent
for a show... and when you try and get someone who knows what they are
talking about.. well... as the other half says... they can't tell the
same lie twice in a row.... when you call and ask 'em where it is...
the antiques are gone.. and someone at overgoods probably will advertise
it on ebay... next... talk about a group that needs a lot of help...
long story.. but, if I were you.. I would go look for the job in another
group... unless you like to be called names and made fun of... etc...
I had a friend who went to UPS from FEDEx.. after they and kinkos got
together.. he said the FedEx was the worst ones he has worked for...
went straight down hill... after the merger... their planes were a mess
and half the stuff didn't work on 'em.. but, yet they were threatened
that if they didn't fly... or called the FAA and said anything... bad
things would happen... he said enough.. and jumped ship... seems to be
better over at UPS... from his tales... and now you know where they got
the end of their business logo.... Ex... doesn't stand for express... :)

James Durden wrote:

>Anyone flying for FedEx?
>
>I am swimming in the FedEx hiring pool and was just curious about other members.
>
>Thanks,
>
>JD
>KA5WXU/0
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>Yahoo! Groups Links
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87. Re: [Flying_Hams] Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-18 20:39:37 UTC
From: gmas
Topic: 83 Message: 87

I recently was asked again to install a ham radio.. (actually its used for HF aircraft band frequencies) for a gent who is about to cross the big pond into europe... the plane is the Cessna 337 skymaster... the radio is the Icom 706 IIG and the antenna tuner is the AH-4...

this is about the 5 one that we have installed this kind of radio into the same planes... and they work out well... with the channeled radio which can be toggled by the up down switch contacts within the radio itself... with the remote head.. it makes mounting a breeze... and about the only other addition to the package is the Voltage regulator.. which has to take 24 v DC to 12 for the radio... the tuner gets its power from the radio... so no other wiring has to go to/from it...

The antenna that is now used most of the time is the old ADF wire that goes from the wing to the tail... it is perfect for that temp installation... but, the best one is the trailing wire... where a small plastic funnel is used to pull out the long wire... thus making it a zep type of antenna... which works super... to get it back in... a small fishing reel is used with a small electric motor... this is mounted under the rudder strike on the right rear side... (strobe presents a problem... but, can be disabled leaving the nav light ... although most have already changed the pulsing red operational warning light at the top of the rudder with the red/white strobe and thus removed the bottom rudder strike light and strobe completely...

UHF and VHF are accomplished by a single spike... mounted under the wing at one of the inspection covers...

One thing we have found is that if using the UHF/VHF... it is sensitive to the wing blanking the signal in directions when one banks... or turns... to take care of this... we went to the old USAF mounting... where its really a dipole in vertical orientation... and no grounding with half on top and the other half under

Otherwise if you sending video down... you have to dual band... putting one transmitters antenna on the bottom and the others on top... which then requires two receivers on the ground station also...

We have also used the skymasters for aerial repeater stations... so that ground search and rescue parties can comm with HQ while using low power consumption hand helds... in this case the plane is orbiting around at a slow speed... like they did in VN... makes getting into vertical areas work better... I am surprised that this was not used in the Katrina event... although paired frequencies on VHF are not good when you take to the air... seems you can bring up repeaters for miles... that you didn't want...

finally yes you have to have it legal... no just go throw it in.. and your GOOD TO GO... ... you have to have a FAA form 337 filled out and approved... both for putting it in.. and taking it back out... so make sure you check with the FAA before putting any holes or attach anything to the plane... and remember flying the plane is the pilots job... one... playing on the ham radio is second...

Going Aeronautical mobile is a lot of fun... and talk about a pile up to make contact... :)

enjoy GM WA6CDE

88. Re: This Just Makes Sense

Yahoo group: Flying_Hams
Date: 2006-03-18 21:13:31 UTC
From: Ken Brown
Topic: 77 Message: 88

--- In Flying_Hams@yahoogroups.com, "Peter" <opie517@...> wrote:
>
> I have always thought that these two things went together. My
flight
> instructor is intersted in radio, but I've never met any other HAM's
> who were into flying. It just makes sense.
>

The chief instuctor at 47N and one of the other 2 or 3 instructors is
a ham.

73, ---Ken

89. Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-18 21:24:18 UTC
From: Ken Brown
Topic: 83 Message: 89

--- In Flying_Hams@yahoogroups.com, gmas <gmas@...> wrote:
>>Icom 706 IIG and the antenna tuner is the AH-4...
>
antenna that is now used most of the time is the old ADF wire that
> goes from the wing to the tail... it is perfect for that temp
> installation... but, the best one is the trailing wire...

My service manuals for the 76 Cardinal show the optional HF antenna as being in place of the ADF wire setup but from the tail insulator, the wire continuing by making a 120 degree or so angle to an insulator near the left wingtip to get extra length.

I've considered using a '706 and tuner and wonder how well this orginal Cessna design antenna would work. Since it is exactly factory orginal, it should not require a FSDO signoff, just the proper A&P log entries. I somehow don't want to bother with a trailing wire though I would expect that to be a lot better performer.

---Ken W2KB N16019

90. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-18 21:59:58 UTC
From: gmas
Topic: 83 Message: 90

Ken...
Makes no difference if you only wanted to put the HF antenna on.. yes no 337 needed as its already approved... for use... but, what about the radio... and mounting it... (we advise anytime you are contemplating drilling a hole to mount something.. you check first... as that is a modification to the airframe....) and your going to have to list the electrical load... (transmit) also... that is where they get ya... you do need a 337 form... so like the horse and cart thing... might as well... get the form than not...

most of the ADFs have been changed.. to the new ones with the little boat antenna on the bottom or top... so the old receive wire is not used anymore... without going and looking like a flying cloths line one can use the old ADF receive wire and it works somewhat well... almost like a 8 ft radiator would...

by the way... one point that should also be put on the 337 form is .. when you check the radio out for interference with other systems on the plane... make sure you do the systems check with all system working... don't just concentrate on the item your putting in...

(second note)
The Big Blue guys.. have a radio that can basically tune from DC to daylight... so going to the ham bands is not hard... but, their boss may have some restrictions... going outside the normal aircraft bands... but, yes they can go on the ham bands... if opened up...

As a pilot you are licensed and allowed to go on the HF bands... and by opening up the Icom.. yes you can use it... but, your limited on AM power... so watch the key down time... SSB is normal.

the reason you use these HF bands is that the normal VHF radios in aircraft only work line of sight... and when your half way across the pond... ahhhh not a bit of land in sight kinda thing... grin...

You can use them on the US towers also.. check the Directory for which ones are useable... it works great for getting real time info... also the WX guys use HF in-flight... both ways...

Here are some of the frequencies that are used by both small and large aircraft... as you can see some of them are just off the ham band freqs...

U.S. ARMED FORCES GLOBAL HIGH FREQUENCY SYSTEM
USB Voice
(All frequencies below in KHz,
to convert to mhz count from righthand side of number
3 places to left and add decimal)

USAF Bases such as Andrews, Edwards, McClellan,
Offutt, Ascension, Hickam, Thule, Elmendorf, etc.
with worldwide phone patches, Emergency Action
Messages, general traffic, etc.

4742, 6712, 6739, 8992, 11175, 11244, 13200, 15016

INTERNATIONAL AIR TRAFFIC CONTROL
USB Voice

The following are the
major international air traffic control routes,
cities and frequencies which are normally heard
throughout North America.

NORTH ATLANTIC A ROUTE
includes Canary Islands, Gander, New York
Paramaribo, Piarco, Santa Maria & Shanwick
30126, 5598, 8906, 13306, 17946 kHz.

NORTH ATLANTIC B ROUTE
includes Gander, Reykjavik, New York,
Santa Maria & Shanwick
2899, 5616, 8864, 13291, 17946 kHz.

NORTH ATLANTIC C ROUTE
includes Gander, Reykjavik & Shanwick
2862, 5649, 8879, 13306, 17946 kHz.

NORTH ATLANTIC D ROUTE
includes Bodo, Cambridge Bay, Churchill,
Iqaluit, Gander, Reykjavik & Sondrestrom
2971, 4675, 8891, 11279, 13291, 17946 kHz

NORTH ATLANTIC E ROUTE
includes New York and Santa Maria
2962, 6628, 8825, 11309, 13354 kHz.

NORTH ATLANTIC F ROUTE
includes Gander and Shanwick
3476, 6622, 8831, 11336, 13291 kHz.

CARIBBEAN A ROUTE
includes Barranquilla, Boyeros, Guatemala City,
Meridia, New York, Panama, Piarco, San Andres,
San Jose, Tegucigalpa
2887, 5550, 6577, 8918, 11396, 13297, 17907 kHz.

CARIBBEAN B ROUTE
includes Barranquilla, Boyeros, Cayenne,
Georgetown, Maiquetia, New York, Panama,
Paramaribo, Piarco, San Andres
3455, 5520, 6586, 8846, 11330, 17907 kHz.

AFRICA 1 ROUTE
includes, Abidjan, Bamako, Bangui, Bissau,
Bobo dioulasso, Bouake, Casablanca, Conakry,
Canaris, Dakar, Freetown, Kano, Niamey,
Nouadhibou, Nouakchott, Ouagadougou, Roberts
3452, 6535, 8861, 13357, 17955 kHz.

AFRICA 2 ROUTE
includes Algiers, Brazzaville, Kano, Gao, Niamey,
N'djamena, Tamanrasset, Timimoun, Tripoli, Tunis
3419, 5652, 8894, 13273, 17961 kHz.

AFRICA 3 ROUTE
includes Addis Ababa, Aden, Asmara, Bahrain,
Benghazi, Bombay, Bujumbura, Cairo, Comoros,
Dar es Salaam, Entebbe, Hargesia, Djibouti, Jeddah,
Khartoum, Kigali, Kisimayu, Male, Mogadishu,
Nairobi, N'djamena, Sana'a, Seychelles, Tripoli
3467, 5658, 10018, 11300, 13288, 17961 kHz.

AFRICA 4 ROUTE
includes Accra, Bangui, Brazzaville, Bulawayo,
Cotonou, Douala, Entebbe, Franceville, Garoua,
Goma, Johannesburg, Kano, Kinshasa, Kisangani,
Lagos, Libreville, Lome, Luanda, Lumbumbashi,
Lusaka, Maroua, Maseur, Nairobi, N'djamena,
N'djili, Niamey, Niamtougou, Port Gentil, Roberts,
Salisbury, Salazar, Seychelles, Windhoek, Yaounde
2878, 5493, 8903, 13294, 17961 kHz.

CENTRAL EAST PACIFIC 1 & 2 ROUTES
includes Honolulu and San Francisco
2869, 3413, 5547, 5574, 8843, 11282, 13261 kHz.

NORTH PACIFIC 2 & 4 ROUTES
includes Honolulu, San Francisco & Tokyo
NOTE: San Francisco covers Anchorage
2932, 5628, 5677, 6665, 8915, 10048, 13294, 13339

Aeronautical Mobile HF Bands (Khz) Commercial Aircraft

2850-3155 kHz 6525-6765khz
3400-3500 8815-9040
4650-4750 10005-10100
5450-5730 13200-13360
15010-15100
Note: Military aircraft can be heard on some of these bands.
These frequencies are subject to change so tune near them also.

Hope this helps... G.M WA6CDE

Ken Brown wrote:

>--- In Flying_Hams@yahoogroups.com, gmas <gmas@...> wrote:
>
>
>>>Icom 706 IIG and the antenna tuner is the AH-4...
>>>
>>>
>antenna that is now used most of the time is the old ADF wire that
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>>goes from the wing to the tail... it is perfect for that temp
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91. Re: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-18 22:48:17 UTC
From: James Durden
Topic: 85 Message: 91

Keep believing the hype - they rock!

-----Original Message-----
From: gmas <gmas@inreach.com>
Date: Sat, 18 Mar 2006 11:57:46
To:Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] FedEx Hams?

ahhhh please don't mention FEDEx ... right now they are the lowest group on the totem pole of life... they have lost several items that we sent for a show... and when you try and get someone who knows what they are talking about.. well... as the other half says... they can't tell the same lie twice in a row.... when you call and ask 'em where it is... the antiques are gone.. and someone at overgoods probably will advertise it on ebay... next... talk about a group that needs a lot of help... long story.. but, if I were you.. I would go look for the job in another group... unless you like to be called names and made fun of... etc... I had a friend who went to UPS from FEDEx.. after they and kinkos got together.. he said the FedEx was the worst ones he has worked for... went straight down hill... after the merger... their planes were a mess and half the stuff didn't work on 'em.. but, yet they were threatened that if they didn't fly... or called the FAA and said anything... bad things would happen... he said enough.. and jumped ship... seems to be better over at UPS... from his tales... and now you know where they got the end of their business logo.... Ex... doesn't stand for express... :)

James Durden wrote:

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Craft hobby: <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg> Hobby and craft supply: <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA> Ham radio: <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>

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92. Re: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-18 23:47:57 UTC
From: Ray Albarelli
Topic: 85 Message: 92

I don't think any company is perfect, but my experience with FedEX has been better than UPS. What can Brown do for me? NOTHING!

James Durden <jkdurden@...> wrote: Keep believing the hype - they rock!

-----Original Message-----
From: gmas
Date: Sat, 18 Mar 2006 11:57:46
To:Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] FedEx Hams?

ahhhh please don't mention FEDEx ... right now they are the lowest group on the totem pole of life... they have lost several items that we sent for a show... and when you try and get someone who knows what they are talking about.. well... as the other half says... they can't tell the same lie twice in a row.... when you call and ask 'em where it is... the antiques are gone.. and someone at overgoods probably will advertise it on ebay... next... talk about a group that needs a lot of help... long story.. but, if I were you.. I would go look for the job in another group... unless you like to be called names and made fun of... etc... I had a friend who went to UPS from FEDEx.. after they and kinkos got together.. he said the FedEx was the worst ones he has worked for... went straight down hill... after the merger... their planes were a mess and half the stuff didn't work on 'em.. but, yet they were threatened that if they didn't fly... or called the FAA and said anything... bad things would happen... he said enough.. and jumped ship... seems to be better over at UPS... from his tales... and now you know where they got the end of their business logo.... Ex... doesn't stand for express... :)

James Durden wrote:

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Craft hobby: Hobby and craft supply: Ham radio:

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93. RE: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-19 00:46:02 UTC
From: James Durden
Topic: 85 Message: 93

I think you have your facts crooked.

JD

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of gmas
Sent: Saturday, March 18, 2006 12:58 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] FedEx Hams?

ahhhh please don't mention FEDEx ... right now they are the lowest group on the totem pole of life... they have lost several items that we sent for a show... and when you try and get someone who knows what they are talking about.. well... as the other half says... they can't tell the same lie twice in a row.... when you call and ask 'em where it is... the antiques are gone.. and someone at overgoods probably will advertise it on ebay... next... talk about a group that needs a lot of help... long story.. but, if I were you.. I would go look for the job in another group... unless you like to be called names and made fun of... etc... I had a friend who went to UPS from FEDEx.. after they and kinkos got together.. he said the FedEx was the worst ones he has worked for... went straight down hill... after the merger... their planes were a mess and half the stuff didn't work on 'em.. but, yet they were threatened that if they didn't fly... or called the FAA and said anything... bad things would happen... he said enough.. and jumped ship... seems to be better over at UPS... from his tales... and now you know where they got the end of their business logo.... Ex... doesn't stand for express... :)

James Durden wrote:

Anyone flying for FedEx?

I am swimming in the FedEx hiring pool and was just curious about other members.

Thanks,

JD
KA5WXU/0

Yahoo! Groups Links

SPONSORED LINKS

Craft
<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and

+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg> hobby

Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w
2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
and craft supply

Ham
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+c
raft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

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YAHOO! GROUPS LINKS

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<http://groups.yahoo.com/group/Flying_Hams> " on the web.

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94. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 01:13:13 UTC
From: nick ziehe
Topic: 83 Message: 94
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

95. Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 04:56:33 UTC
From: Stu Bryant
Topic: 83 Message: 95

Question: Does the useage of HF ATC/FSS frequencies require an FCC type certificated radio? For MARS & other services outside the amateur bands I understand the rig has to meet FCC frequency stability requirements. Would this not be the case here as well? Probably have to have a TXCO, right? (not that every ham who has modded his radio for MARS & ARES has met this requirement!)

96. FBOs with LSA?

Yahoo group: Flying_Hams
Date: 2006-03-19 05:05:02 UTC
From: Stu Bryant
Topic: 96 Message: 96

Anyone see any FBO's with Light Sport Airplanes available for rent yet?

I wonder how long it will take for many of these to get into the field for rusty old pilots to try to get current with affordably. I wonder how much an hour will go for wet? Bet it will be more than what I paid per hour when I learned 27 years ago!

Stu KD6NEM

97. Re: [Flying_Hams] FBOs with LSA?

Yahoo group: Flying_Hams
Date: 2006-03-19 05:08:42 UTC
From: James Durden
Topic: 96 Message: 97

172's are going about a hundred an hour - wet.

JD

-----Original Message-----
From: "Stu Bryant" <kd6nem@sbcglobal.net>
Date: Sun, 19 Mar 2006 05:05:02
To:Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] FBOs with LSA?

Anyone see any FBO's with Light Sport Airplanes available for rent yet?

I wonder how long it will take for many of these to get into the field
for rusty old pilots to try to get current with affordably. I wonder
how much an hour will go for wet? Bet it will be more than what I paid
per hour when I learned 27 years ago!

Stu KD6NEM

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98. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 07:11:50 UTC
From: gmas
Topic: 83 Message: 98

No it is his... he is planing on leaving the US and flying from the east coast by way of the azores and on it madrid spain... the 337 skymaster will make the trip non stop... two 55 gallong tanks (total of 110 more gallons) and he is within range of the coast... easy...

nick ziehe wrote:

> When is he crossing? Is it his airplane or is he ferrying it for the
> owner? If he is going via BGBW and BIRK, he doesn?t really need the
> HF... Santa Maria on the other hand won?t let you leave the airport
> without showing them the radio and giving a radio check.
>
> nick k4vfr
>

99. Re: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-19 07:28:39 UTC
From: gmas
Topic: 85 Message: 99

Ahhhh really.... nope just checked.. don't think so... but, thanks for jumping in with your views... quite frankly FedEx ... gets my international peace sign... better known as the single finger salute... and my friend who is over for dinner tonight... said to say... dream on James... have a good time working for 'em... just make sure your life insurance is paid up... as the company doesn't.... they have one of the worst safety records known in the shipping industry... let alone for losing /appropriating packages that don't belong to 'em... and he should know... he used to work for 'em... as he says... FED L Ex... grin... If you really value your goods... send 'em UPS or USPS.... I know as I still am looking for my package that I sent... so you want to tell me again that I have my facts crooked... hmmmm... I would like FED Ex to step up to the plate and quit playing games... telling fibs and just admit.. they lost it... and throw some money out to replace it.. but, nooo.. they keep playing around till you get miffed off at 'em and just want them to go suck on eggs... which I think they do quite well... from the people that I have talked with that represent the company... helpful but stupid... and illogical... one side doesn't know what the other is doing... nor talks to each other... and in this computer age... how hard is that... hmmmm.... ya I have my facts crooked... get real... check out my 3 cents web site... under FED Ex... those people must all have their facts crooked too huh..... heck just use your browser for FedEx... and you will find all kinds of the same horror stories that others must have their.... facts crooked too.. huh... geeee

James Durden wrote:

> I think you have your facts crooked.
>
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> JD
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> ---
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100. FedEx

Yahoo group: Flying_Hams
Date: 2006-03-19 07:43:59 UTC
From: James
Topic: 100 Message: 100

Hello group.

A little off topic but with all this chatter about FedEx made me remember a guy that makes all his furniture out of the boxes, he has made a website just for the giggle factor, as soon as "fedEx" got wind they threatened to sue him.

You can see all his furniture and the law suit papers at http://fedexfurniture.com/

Personaly I want to race the truck!

KB7TBT
http://www.kb7tbt.com
DM33

Google: What Starts In Beta Stays In Beta!

101. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 08:54:30 UTC
From: gmas
Topic: 83 Message: 101

Stu... I think it only has to pass the stability test... and for harmonic interference... but, yes the FCC certs the radio... not the FAA ... in the case of stability today's digital frequency is almost better than the old xtals that were used... and the 706 surely would be acceptable... if frequency stability is the major driving test... However, the FAA doesn't care what you put in.. they are concerned with the mechanical part not the electronic part... as we have found... it would be interesting to hear from the horse itself... on this subject... but all I know is that they have been used by many people in that application... without any objection... but, a interesting point you bring up... outside the ham bands... as most are clearly stated for ham band operation... in the air...

Stu Bryant wrote:

>Question: Does the useage of HF ATC/FSS frequencies require an FCC
>type certificated radio? For MARS & other services outside the amateur
>bands I understand the rig has to meet FCC frequency stability
>requirements. Would this not be the case here as well? Probably have
>to have a TXCO, right? (not that every ham who has modded his radio
>for MARS & ARES has met this requirement!)
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>Yahoo! Groups Links
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102. Re: [Flying_Hams] FedEx

Yahoo group: Flying_Hams
Date: 2006-03-19 09:07:07 UTC
From: Ray Albarelli
Topic: 100 Message: 102

That is pretty funny!

James <kb7tbt@...> wrote: Hello group.

A little off topic but with all this chatter about FedEx made me remember a guy that makes all his furniture out of the boxes, he has made a website just for the giggle factor, as soon as "fedEx" got wind they threatened to sue him.

You can see all his furniture and the law suit papers at http://fedexfurniture.com/

Personaly I want to race the truck!

KB7TBT
http://www.kb7tbt.com
DM33

Google: What Starts In Beta Stays In Beta!

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103. Re: [Flying_Hams] FedEx Hams?

Yahoo group: Flying_Hams
Date: 2006-03-19 09:11:44 UTC
From: Ray Albarelli
Topic: 85 Message: 103

I work for Sprint Nextel, and we use FedEX. I have never had any problem with broken phones or any damaged computer equipment. The only time I have recieved a damaged box, came from DHL. I had a friend working for UPS, and they treated him like a slave. Again, I firmly believe that there is no perfect company, and you are always going to find someone that has a complaint about even the most beloved institution.

Ray

gmas <gmas@...> wrote:
Ahhhh really.... nope just checked.. don't think so... but, thanks for jumping in with your views... quite frankly FedEx ... gets my international peace sign... better known as the single finger salute... and my friend who is over for dinner tonight... said to say... dream on James... have a good time working for 'em... just make sure your life insurance is paid up... as the company doesn't.... they have one of the worst safety records known in the shipping industry... let alone for losing /appropriating packages that don't belong to 'em... and he should know... he used to work for 'em... as he says... FED L Ex... grin... If you really value your goods... send 'em UPS or USPS.... I know as I still am looking for my package that I sent... so you want to tell me again that I have my facts crooked... hmmmm... I would like FED Ex to step up to the plate and quit playing games... telling fibs and just admit.. they lost it... and throw some money out to replace
it.. but, nooo.. they keep playing around till you get miffed off at 'em and just want them to go suck on eggs... which I think they do quite well... from the people that I have talked with that represent the company... helpful but stupid... and illogical... one side doesn't know what the other is doing... nor talks to each other... and in this computer age... how hard is that... hmmmm.... ya I have my facts crooked... get real... check out my 3 cents web site... under FED Ex... those people must all have their facts crooked too huh..... heck just use your browser for FedEx... and you will find all kinds of the same horror stories that others must have their.... facts crooked too.. huh... geeee

James Durden wrote:
v\:* {behavior:url(#default#VML);} o\:* {behavior:url(#default#VML);} w\:* {behavior:url(#default#VML);} .shape {behavior:url(#default#VML);} I think you have your facts crooked.

JD

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104. Re: [Flying_Hams] FedEx

Yahoo group: Flying_Hams
Date: 2006-03-19 09:12:38 UTC
From: gmas
Topic: 100 Message: 104

Outstanding....to much fun... gives a whole new meaning to the words...
boxed and ready to ship... out
or living out of the box..... only in america and a college ....
instead of suing him they should have used it as a promotion... and
hired him... question is what was in the boxes... ???....

Ray Albarelli wrote:

> That is pretty funny!
>
> James <kb7tbt@...> wrote:
>
> Hello group.
>
> A little off topic but with all this chatter about FedEx made me
> remember a guy that makes all his furniture out of the boxes, he
> has made a website just for the giggle factor, as! soon as "fedEx"
> got wind they threatened to sue him.
>
> You can see all his furniture and the law suit papers at
> http://fedexfurniture.com/
>
> Personaly I want to race the truck!
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> KB7TBT
> http://www.kb7tbt.com
> DM33
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> Google: What Starts In Beta Stays In Beta!
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> ---
> Yahoo! Travel
> Find great deals
> <http://us.lrd.yahoo.com/_ylc=X3oDMTFscDlocTFiBF9TAzMyOTc1MDIEX3MDMjcxOTQ4MQRwb3MDMgRzZW

MDbWFpbC1mb290ZXIEc2xrA3l0LXR0/SIG=12hqieud9/**http%3a//leisure.travelocity.com/Promotions/0,,YHOE%7c1381%7cvacs_main,00.html>
> to the top 10 hottest destinations!
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> SPONSORED LINKS
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> <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
> Hobby and craft supply
> <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
> Ham radio
> <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
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> YAHOO! GROUPS LINKS
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> * To unsubscribe from this group, send an email to:
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> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
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106. Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 16:09:47 UTC
From: Ken Brown
Topic: 83 Message: 106

--- In Flying_Hams@yahoogroups.com, gmas <gmas@...> wrote:
>
> Ken...
> Makes no difference if you only wanted to put the HF antenna on..
yes no
> 337 needed as its already approved... for use... but, what about the
> radio... and mounting it... (we advise anytime you are contemplating
> drilling a hole to mount something.. you check first... as that is a
> modification to the airframe....) and your going to have to list the
> electrical load... (transmit) also... that is where they get ya...
you
> do need a 337 form... so like the horse and cart thing... might as
> well... get the form than not...
>

Thanks for the great info. I would think that at many FSDOs getting approval for a wire antenna would be a lot harder than a radio install. The former might cause visions of wires getting wrapped around control surfaces or whatnot, while a radio is more mundane. The antenna tuner sort of inbetween, I guess, assuming it would be mounted inside the headliner next to the antenna feed thru insulator.
---Ken

107. New member

Yahoo group: Flying_Hams
Date: 2006-03-19 17:11:10 UTC
From: tom.teetor
Topic: 107 Message: 107

Congratulations on forming this group. All should be aware of the late Sen. Barry Goldwater, who surely would join were he still among us.

I've been a ham since 1946 and a pilot since 1959. Currently W9NOL and own N624MT, a 1978 Cessna 210/550 with ADS-B(UAT), WAAS GPS, etc. Have been active in RTCA GPS and ADS-B committees and know several others in those activities who are also hams and pilots. Let's see if they pick this up on their own!

Tom Teetor

108. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-19 21:26:36 UTC
From: gmas
Topic: 83 Message: 108

Yes we have seen such in the 100 series cessnas... their they use the SGC thing tuner... and mount it above the headliner as you said...

If you do a search on some of the flying hams .... you will see both a cardinal and a couple of pipers/mooneys etc... that all have been converted over... to accept the ham radio...

One big problem is the step down... from 24 volt systems to 12 which is what the radio runs on... here we have found that you can use the old cessna power regulator... the old RT series of radios worked 12 volts and when they went to 24 they made up a small pass transistor regulator... these are acceptable.. however they are limited in current... Now to go to a self manufactured one.. can be done... if its is tailored after the way avionics radios are built... i.e vibration in mind... We have had approval for several that use the 723 voltage regulator and 2n3055 pass transistors... similar to what most powersupplys have... without the transformer... they work great... and about the only thing you need to provide is the cooling... but, again everything inside a box (fire and sorting concerns) and the key note here is vibration so as not to break wiring off... also use a good grade of aircraft wire... when making it up... and going to/from the radio... they meet the standard for aircraft (which really is based on experience and time proof)

The big question is .. one big powersupply or many smaller ones to each device... bigger will have more magnetic field around the wire... (compass is your prime nav device which it would effect) so short runs... while many for each device does not as much... also leads to redundancy... if the PS ever took a dive... and don't forget the cooling... for the devices... no hot spots... least you don't want smoke or fire in the air... again everything that is attached to the airframe... plane... has to be done to acceptable FAA standards... its a matter of safety...

Have fun... G.M> WA6CDE

Ken Brown wrote:

>--- In Flying_Hams@yahoogroups.com, gmas <gmas@...> wrote:
>
>
>>Ken...
>>Makes no difference if you only wanted to put the HF antenna on..
>>
>>
>yes no

>
>
>>337 needed as its already approved... for use... but, what about the
>>radio... and mounting it... (we advise anytime you are contemplating
>>drilling a hole to mount something.. you check first... as that is a
>>modification to the airframe....) and your going to have to list the
>>electrical load... (transmit) also... that is where they get ya...
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>you
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>
>>do need a 337 form... so like the horse and cart thing... might as
>>well... get the form than not...
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>Thanks for the great info. I would think that at many FSDOs getting
>approval for a wire antenna would be a lot harder than a radio
>install. The former might cause visions of wires getting wrapped
>around control surfaces or whatnot, while a radio is more mundane.
>The antenna tuner sort of inbetween, I guess, assuming it would be
>mounted inside the headliner next to the antenna feed thru insulator.
>---Ken
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109. LSA clarification

Yahoo group: Flying_Hams
Date: 2006-03-20 01:56:27 UTC
From: Stu Bryant
Topic: 83 Message: 109

To clarify my post about LSA (Light Sport Aircraft) for those not in the US or otherwise are not familiar, LSA's are light two seaters limited in gross weight to fall below the typical trainer category but higher performance than ultra lights. Many light home builts can be used this way, as can J3 Cubs & other lighter slower planes. Some are also being manufactured ready to fly. Many will outclimb a 152 easily, but are limited to:

- Maximum gross takeoff weight☐1,320 lbs (599 kg.), 1,430 lbs. for water operation.
- Maximum stall speed☐51 mph (45 knots)
- Maximum speed in level flight with maximum continuous power (Vh)☐138 mph (120 knots)

● Two-place maximum (pilot and one passenger)
ETC.

When flown under Sport Pilot regs an FAA medical is not necessary, to oversimplify a bit.

http://www.sportpilot.org/

73,

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>
> MARS and CAP require radios that meet NTIA (not FCC as we are not governed
> by them) standards. This is not necessarily a certification, but a standard,
> primarily involving frequency stability. You can find a list of radios that
> meet these standards at _https://ntc.cap.af.mil_ (https://ntc.cap.af.mil)
>
>
> In a message dated 3/18/2006 11:57:33 P.M. Eastern Standard Time,
> kd6nem@... writes:
>
> Question: Does the useage of HF ATC/FSS frequencies require an FCC
> type certificated radio? For MARS & other services outside the amateur
> bands I understand the rig has to meet FCC frequency stability
> requirements. Would this not be the case here as well? Probably have
> to have a TXCO, right? (not that every ham who has modded his radio

> for MARS & ARES has met this requirement!)
>
>
>
>
>
>
> Yahoo! Groups Links
>

110. Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-20 02:05:01 UTC
From: Stu Bryant
Topic: 83 Message: 110

Excellent answer, Gene. Thank you!

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>
> MARS and CAP require radios that meet NTIA (not FCC as we are not
governed
> by them) standards. This is not necessarily a certification, but a
standard,
> primarily involving frequency stability. You can find a list of
radios that
> meet these standards at _https://ntc.cap.af.mil_
(https://ntc.cap.af.mil)
>
>

111. Re: [Flying_Hams] Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-20 06:16:47 UTC
From: Robert Wexelbaum
Topic: 83 Message: 111

Since I worked for Collins-Rockwell I can tell about the HF SSB transceiver installations of their equipment. As you probably know it was Collins that pioneered in SSB com equipment for both military, general aviation and air transport. There first big military usage was on the B-52s. This was the 618T series of HF transceivers, which worked with antenna couplers such as the 180Ts and were used on most international airliners. I worked for Loral on the prototype of the Navy P-3C (a Lockheed Electra) which used a 618T. We used it as hams to contact the W3PQT (a Navy Ham club station) at Patuxent river so as to tell our XYLs when we were arriving. Early models of 618Ts tuned in 10 kHz increments from 2 to 29.99 MHZ including all HF ham bands, and could be keyed for CW or operated SSB phone. Later models tuned in 1 kHz increments, still not to the resolution or stability of modern Ham L.O. synthesizers such a in the IC-706. Reference frequency crystals in wrist watches, PCs and radios have come a long way since the days of old Ham Radio crystal frequency control. Quartz crystals have near zero temperature coefficients now. Digital phase locked synthesizers are now far superior to the frequency control schemes used 30 years ago. The 618Ts were capable of 400 Watts PEP however.

General aviation means corporate and private aircrafts. There a lighter Collins transceiver was developed. It was the 718 Series which consisted of a 671U4 receiver-exciter and a 548S RF linear power - amplifier antenna coupler. I dunno if it is still the case but it was not possible to install a 718 system on a commercial aircraft. One reason for this was because the control box for commericial aircraft had to use ARINC standards that were based on old ledex stepping switch technology. The 718 used a serial control bus that was far advanced of the older parallel tuning control wiring. Antennas for HF on corporate aircrafts varied but the most common antenna for the 718s was an isolated part of the tail fin. I can understand that the IC-706 is a lot cheaper and may actually be better than the 718 system. Some corporate pilots were accused of operating on CB frequencies and this led to shorting out some circuits to prevent tuning to 11 Meters. This was an illegal mod because permanently shorting TTL logic chips led to their failure and made the systems inop[on all frequencies.

My memory of all may not be complete now but I do have a lot of the tech manuals, so if anyone wants information on Collins equipment I might be able to help.

Bob W2ILP
From: Stu Bryant
To: Flying_Hams@yahoogroups.com
Sent: Sunday, March 19, 2006 9:05 PM
Subject: [Flying_Hams] Re: Radio installation...

Excellent answer, Gene. Thank you!

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>

> MARS and CAP require radios that meet NTIA (not FCC as we are not
governed
> by them) standards. This is not necessarily a certification, but a
standard,
> primarily involving frequency stability. You can find a list of
radios that
> meet these standards at _https://ntc.cap.af.mil_
(https://ntc.cap.af.mil)
>
>

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b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

---

112. Flying - now working on the HAM part! :-)

Yahoo group: Flying_Hams
Date: 2006-03-20 11:39:37 UTC
From: njhirsch
Topic: 112 Message: 112

Flying a cherokee 140 N8286N now working on that HAM requirement. Hope to be transmitting CQ soon. 73's to all. QRT Nick

113. Flying - now working on the HAM part! :-)

Yahoo group: Flying_Hams
Date: 2006-03-20 11:46:08 UTC
From: njhirsch
Topic: 112 Message: 113

Flying a cherokee 140 N8286N now working on that HAM requirement. Hope to be transmitting CQ soon. 73's to all. QRT Nick

114. Re: Radio installation...

Yahoo group: Flying_Hams
Date: 2006-03-20 00:25:02 UTC
From: Ken Brown
Topic: 83 Message: 114

--- In Flying_Hams@yahoogroups.com, gmas <gmas@...> wrote:
> One big problem is the step down... from 24 volt systems to 12 which is > what the radio runs on.

No problem for me, my Cardinal is a '76. Cardinals didn't go to 24 volts until '78, the last year they were made.

73, ---Ken W2KB

115. Re: [Flying_Hams] Hi another HAMVIATOR from India

Yahoo group: Flying_Hams
Date: 2006-03-20 15:48:23 UTC
From: Micky Korde
Topic: 84 Message: 115

Hi SCQ,
That's great news buddy,
Wasn't aware of this
73's & safe landing to U too,
de : MICKY - VU2IZO

Shantanu Chand <VU2SCQ@...> wrote:
Hi I would like to introduce myself as VU2SCQ, ATP Senior Captain Shantanu Chand of the Virtual Airline, American Flight Airways.

Been a HAM for almost two years website given below. It seems that this group will have lots of takers as I have already informed all who I know are into both these interesting fields.

Equipment is mentioned in the website with an addition of Sporty's airband rcvr. I fly the Microsoft Flight Simulator and am with AFA since october last year and already done about 555 hours of flying. Will be due for promotion to ATP Commander after 600 hrs.

The idea is to get a PPL if all goes well and enjoy both hobbies simultaneously.

73 and Safe Landings all around
--
Shantanu Chand
VU2SCQ
http://www.geocities.com/vu2scq/

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Find great deals to the top 10 hottest destinations!

116. Re: [Flying_Hams] Hi another HAMVIATOR from India

Yahoo group: Flying_Hams
Date: 2006-03-20 16:00:39 UTC
From: James Durden
Topic: 84 Message: 116

Nice article about BPL interference in the USA Today.

-----Original Message-----
From: Micky Korde <vu2izo@yahoo.com>
Date: Mon, 20 Mar 2006 07:48:23
To:Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Hi another HAMVIATOR from India

Hi SCQ,
That's great news buddy,
Wasn't aware of this
73's & safe landing to U too,
de : MICKY - VU2IZO

Shantanu Chand <VU2SCQ@gmail.com> wrote: Hi I would like to introduce myself as VU2SCQ, ATP Senior Captain Shantanu Chand of the Virtual Airline, American Flight Airways.

Been a HAM for almost two years website given below. It seems that this group will have lots of takers as I have already informed all who I know are into both these interesting fields.

Equipment is mentioned in the website with an addition of Sporty's airband rcvr . I fly the Microsoft Flight Simulator and am with AFA since october last year and already done about 555 hours of flying. Will be due for promotion to ATP Commander after 600 hrs.

The idea is to get a PPL if all goes well and enjoy both hobbies simultaneously.

73 and Safe Landings all around
--
Shantanu Chand
VU2SCQ
http://www.geocities.com/vu2scq/ : <http://www.geocities.com/vu2scq/>

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Find
great deals: <http://us.lrd.yahoo.com/_ylc=X3oDMTFscDlocTFiBF9TAzMyOTc1MDIEX3MDMjcxOTQ4MQRwb3MDMgRzZWMDbWFpbC1mb290ZXIEc2xrA3l0LXR0/SIG=12hqieud9/**http%3a//leisure.travelocity.com/Promotions/0,,YHOE%7c1381%7cvacs_main,00.html> to the top 10 hottest destinations!

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<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

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<http://docs.yahoo.com/info/terms/> .

---

117. WOW---WHAT A RESPONSE!!!

Yahoo group: Flying_Hams
Date: 2006-03-20 23:57:23 UTC
From: Daniel
Topic: 117 Message: 117

Hi Everyone,

Wow...you've guys have surpassed my goal by FAAAR!!! I have a TON of emails to wade through in my hotmail account, so please be patient...I will respond to ALL...I just got back in IN from San Diego in time for a snow storm...so probably have a day to get back on top of the emails, lol.

Thanks everyone...I will get back working on the HF net SOOON!

Daniel N9WX

118. Flying Ham article - K9YA Telegraph

Yahoo group: Flying_Hams
Date: 2006-03-21 01:17:39 UTC
From: Mike D.
Topic: 83 Message: 118

Hello,

I'm part of the volunteer staff for the K9YA Telegraph e-Zine. The K9YA Telegraph is a free, monthly ham publication delivered to your computer as a PDF file. Each issue contains new-never before published articles, photos and cartoons. The K9YA Telegraph is in full-color and read by hams in over 90 countries. You can download sample issues or subscribe for free at http://www.k9ya.org.

We are very interested in running an article on flying and ham radio. We're looking for a ham pilot to tell their story and provide us with some photos in their airborne ham shack. If you're interested, please contact me off this list at <n9bor@...>. Thank you.

73 de Mike, N9BOR
A-1, FISTS, JARL A-1, SMC
http://www.n9bor.us
http://www.k9ya.org

di dah dit - The only Roger Beep you'll ever need.
Let your fingers do the talking - Morse code.
My designated driver is a 12BY7A.

119. HF Net, Net Control???

Yahoo group: Flying_Hams
Date: 2006-03-21 14:03:32 UTC
From: Daniel
Topic: 119 Message: 119

Hi Everyone,

If I get the details worked out...any takers on being an HF Net control??

Daniel N9WX (Ninety 9 Weird Xylophonists)

120. Re: [Flying_Hams] HF Net, Net Control???

Yahoo group: Flying_Hams
Date: 2006-03-21 14:08:39 UTC
From: tom cline
Topic: 119 Message: 120

Yes

I will partake.

TOM KE6WHQ

Daniel <n9wx_dan@...> wrote:
Hi Everyone,

If I get the details worked out...any takers on being an HF Net
control??

Daniel N9WX (Ninety 9 Weird Xylophonists)

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121. EAA/Flying Hams Fly-IN at Oshkosh???

Yahoo group: Flying_Hams
Date: 2006-03-21 14:22:42 UTC
From: Daniel
Topic: 121 Message: 121

Hi Everyone,

I got an email (see below) from Bernie N9YMC...so, looks like we have a meeting place. I think I'll try and make it too...NO promises yet cuz I have no idea where I'll be, I'm currently looking for a better instructor job, lol. So, consider this the PLACE to be for Flying Hams.

Daniel WX

From Bernie N9YMC:
"Saw your article on QRZ. I'd like to offer a meeting place for the flying hams. I run our club's special event station at EAA in July. This will be my 3rd year chairing it - though it has been run by our club for 20+ years under the club call W9ZL.

Thanks to the fine folks at EAA, they allow us ample room in the Vette Hanger on the "Pioneer Airport" side of the EAA grounds. We will be running our station from Thus - Sun, and typcially make 300-500 qso's on 20 and 40 m, as well as add 400-500 local eyeball qso's with pilots, enthusiasts and ham/pilots. Last year we staffed the station with 10-15 club members and another 15 -20 non-club hams that stopped by to make a few contacts.

We also run 2m simplex on the grounds for announcements and such, as well as open up our local wide area 2m repeater for all to use. This year we also plan a local IRLP & EchoLink nodes for visiting hams to use. We are very pilot and ham friendly club of 100 or so folks.

Feel free to use this event as a meeting place for your group, if you are so inclined."

http://www.airventure.org/

Bernie - N9YMC
Fox Cities Amateur Radio Club, Inc.
Secretary and EAA SE station chair
n9ymc@...

122. Indiana (or regional) Flying Ham Coffee Get-together??

Yahoo group: Flying_Hams
Date: 2006-03-21 14:24:55 UTC
From: Daniel
Topic: 122 Message: 122

Hi,
Since I may be moving very soon, I'd like to find some Flying Hams in the North Central-central IN area (or if you're willing to fly or drive, anyone's welcome) to have coffee with sometime soon too.

LOCATION?
Rochester, IN airport (RCR) has a few nice restaurants near the field, Also Muncie, IN does too...anyone game?

Daniel N9WX

123. Re: HF Net, Net Control???

Yahoo group: Flying_Hams
Date: 2006-03-21 14:38:42 UTC
From: Daniel
Topic: 119 Message: 123

Ok Tom, Thanks...Now we need MORE ideas for a script or preamble and what we want to do with this net...any ideas anyone??
What does everyone want to see in this net?? Just a laid back watering hole?? Any specific things we want this net to do???
Ideas,Ideas, Ideas????

73
Daniel WX

--- In Flying_Hams@yahoogroups.com, tom cline <tecline2002@...> wrote:
>
> Yes
>
> I will partake.
>
> TOM KE6WHQ
>
> Daniel <n9wx_dan@...> wrote:
> Hi Everyone,
>
> If I get the details worked out...any takers on being an HF Net
> control??
>
>
> Daniel N9WX (Ninety 9 Weird Xylophonists)
>
>
>
>
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>
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>
> ---------------------------------
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>
> Visit your group "Flying_Hams" on the web.
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> Yahoo! Mail
> Bring photos to life! New PhotoMail makes sharing a breeze.
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125. USGS National Geomagnetism Program | Home

Yahoo group: Flying_Hams
Date: 2006-03-22 02:24:20 UTC
From: Daniel
Topic: 125 Message: 125

This may help you to get an idea on magnetic heading variation.

http://geomag.usgs.gov/

--

Daniel

PGP: AD5A 96DC 7556 A020 B8E7 0E4D 5D5E 9BA5 C83E 8C92

126. Hello W5CUB checking in

Yahoo group: Flying_Hams
Date: 2006-03-22 08:30:16 UTC
From: midwaycfi
Topic: 126 Message: 126

I have have been a ham and a pilot since I was a teenager.
Originally lic as KA9CUB. I know there must be some
Ham/pilots in the DFW area. I enjoy CW on 40/20M with my ten tec
Century 21. look up my web site and drop me a line.
and yes I do fly a CUB!
www.paulshangar.com
Paul
Waxahachie,Tx

127. HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-22 23:53:05 UTC
From: Daniel
Topic: 127 Message: 127

Hi Everyone,

I have made an HF Net Script...It's in the Files section, be sure to check it out...let me know your opinion. We now have ONE net control, anyone else want to join in on the fun?? :-) Now...the script says Wednesdays, but that doesnt have to be the exact day. Do we want one time a week, 3 times, 5 times...what?? Opinions Please.
I kinda want this to be a Round table type net, so we can comment about our flying experiences, maybe homebuilt projects, questions, etc.

Thanks and 73,
Daniel N9WX

128. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-23 00:34:44 UTC
From: Mark@n6ea.com
Topic: 127 Message: 128

Daniel,

I have made a few changes and they are only suggestions as it is your call on adding any portion or throwing it all out. You really won't hurt my feelings... ;-)

Mark N6EA

Flying Hams HF Net (Wednesdays @ 21:30Z on 14.342+/- MHz)

Preamble
CQ CQ CQ , Calling All Flying Hams...(2-3 Times)

This is amateur station(Call Sign) My Name is _____ and my QTH is _____.
This is the Flying Hams Net. This net was started to bring Amateur Radio Operators that enjoy Aviation and Amateur Radio together, for a discussion, preferably combining the two interests. You don't have to be a pilot to check in, just be a General Class Amateur or higher and have an interest in Aviation.

This net meets every Wednesday at 21:30Z on 14.342+/- MHZ. Please tune to the net control operators frequency.

Before asking for check ins, is there any emergency or priority traffic on the frequency?

Are there any QST’s or items of general interest to the net?

We will now take check-ins starting with any aeronautical mobile stations, those stations only, please call now.

(Let the Aero-mobiles check in and comment)

We will now take all other Check-ins and start a list for a go around. ...Please Call (Call Sign)

Start a List and then go around (like a round table net) and let each check-in make a comment (Under A minute)
Leave Room for new check-ins (ask for new check-ins after every comment or two)

After a few Comments:

This is (Call Sign) for the Flying Hams net (State Purpose once in awhile) we are taking check-ins, please call, (Call Sign)

Closing:

We would like to thank all stations for their participation in tonight’s net and ask if there are any other items of interest before closure of the net?

Ask as many times as necessary to insure all items have been heard.

Hearing nothing, the Flying Hams Net is now closed and we are returning the frequency to regular use.

Insert your favorite aviation saying ie “Remember to keep the dirty side down.”

This is (call sign)

-----Original Message-----
From: Daniel [HYPERLINK
"mailto:n9wx_dan@..."mailto:n9wx_dan@...]
Sent: Wednesday, March 22, 2006 3:53 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

Hi Everyone,

I have made an HF Net Script...It's in the Files section, be sure to check it out...let me know your opinion. We now have ONE net control, anyone else want to join in on the fun?? :-) Now...the script says Wednesdays, but that doesnt have to be the exact day. Do we want one time a week, 3 times, 5 times...what?? Opinions Please.
I kinda want this to be a Round table type net, so we can comment about our flying experiences, maybe homebuilt projects, questions, etc.

Thanks and 73,
Daniel N9WX

--

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.2.6/287 - Release Date: 3/21/2006

129. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-23 13:39:00 UTC
From: Daniel Hileman
Topic: 127 Message: 129

Hi Mark,
Looks great to me!! Thanks

Daniel

Mark@... wrote: Daniel,

I have made a few changes and they are only suggestions as it is your call on adding any portion or throwing it all out. You really won't hurt my feelings... ;-)

Mark N6EA

Flying Hams HF Net (Wednesdays @ 21:30Z on 14.342+/- MHz)

Preamble
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After a few Comments:

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Insert your favorite aviation saying ie ?Remember to keep the dirty side down.?

This is (call sign)

-----Original Message-----
From: Daniel [mailto:n9wx_dan@...]
Sent: Wednesday, March 22, 2006 3:53 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

Hi Everyone,

I have made an HF Net Script...It's in the Files section, be sure to
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anyone else want to join in on the fun?? :-) Now...the script says
Wednesdays, but that doesnt have to be the exact day. Do we want one
time a week, 3 times, 5 times...what?? Opinions Please.
I kinda want this to be a Round table type net, so we can comment
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Thanks and 73,
Daniel N9WX

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No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.2.6/287 - Release Date: 3/21/2006

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130. How can i become a pilot

Yahoo group: Flying_Hams
Date: 2006-03-23 17:31:18 UTC
From: Jesse
Topic: 130 Message: 130

Hi my call is KI4JGT. I was wondering how i could become a pilot? What i have to do and what courses I need to take? If you would, could you NOT NOT NOT use my email to respond to this. I rarely check it. My school has it blocked! Thanks!

131. Re: [Flying_Hams] How can i become a pilot

Yahoo group: Flying_Hams
Date: 2006-03-23 17:43:55 UTC
From: gmas@inreach.com
Topic: 130 Message: 131

KI4JGT... no name...

start in your school library and read about flying and how its done... the physics of it and the experances that others have had doing it... then go by checking the local JR college... their they usually have aviation courses... such as ground school... enroll in that... I think the age limit is 16 for the school but, the dean can waver it for you...

From their ... go on to a flight school and bring lots of money... as its not free...

However, you can also join the CAP and/or ROTC that has aviation on the agenda...

Just some suggestions... as if you think its going to be a free ride...atttt wrong answer... the days of going to the airport and washing planes for training is gone... and a part of history... However, if you hang around the smaller airfields.. usually if your mechanical incline someone will notice you bugging them... and you can... like the rest become a airport bum... after all that is where planes fly...

* Hi my call is KI4JGT. I was wondering how i could become a pilot? What
* i have to do and what courses I need to take? If you would, could you
* NOT NOT NOT use my email to respond to this. I rarely check it. My
* school has it blocked! Thanks!
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* Yahoo! Groups Links
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133. Re: How can i become a pilot

Yahoo group: Flying_Hams
Date: 2006-03-24 04:18:29 UTC
From: Stu Bryant
Topic: 130 Message: 133

Look in the coming months to perhaps a couple years for Sport Pilot training programs to be started around some airports. Should be as good a start as most, but much less expensive though less thorough than the Private Pilot license training. The trade-off is reduced privileges and simpler aircraft. Then if funds allow you can always upgrade while getting credit for whatever experience you gained in the previous level of training/license earned.

More info about Sport Pilot is available through the EAA website among others. Actually finding aircraft & instructors is the hard part for now, since this is such a new program.

http://www.sportpilot.org/

Stu KD6NEM

134. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-24 13:55:14 UTC
From: tom cline
Topic: 127 Message: 134

Looks Good to me,

I am in Santee, CA. I have a a Cessna A185F (N185PX) and a 170B (N3201A).

Tom Cline, KE6WHQ
CFII, MEI, A&P/IA

Mark@... wrote:
Daniel,

I have made a few changes and they are only suggestions as it is your call on adding any portion or throwing it all out. You really won't hurt my feelings... ;-)

Mark N6EA

Flying Hams HF Net (Wednesdays @ 21:30Z on 14.342+/- MHz)

Preamble
CQ CQ CQ , Calling All Flying Hams...(2-3 Times)

This is amateur station(Call Sign) My Name is _____ and my QTH is _____.
This is the Flying Hams Net. This net was started to bring Amateur Radio Operators that enjoy Aviation and Amateur Radio together, for a discussion, preferably combining the two interests. You don't have to be a pilot to check in, just be a General Class Amateur or higher and have an interest in Aviation.

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Before asking for check ins, is there any emergency or priority traffic on the frequency?

Are there any QST?s or items of general interest to the net?

We will now take check-ins starting with any aeronautical mobile stations, those stations only, please call now.

(Let the Aero-mobiles check in and comment)

We will now take all other Check-ins and start a list for a go around. ...Please Call (Call Sign)

Start a List and then go around (like a round table net) and let each check-in make a comment (Under A minute)
Leave Room for new check-ins (ask for new check-ins after every comment or two)

After a few Comments:

This is (Call Sign) for the Flying Hams net (State Purpose once in awhile) we are taking check-ins, please call, (Call Sign)

Closing:

We would like to thank all stations for their participation in tonight?s net and ask if there are any other items of interest before closure of the net?

Ask as many times as necessary to insure all items have been heard.

Hearing nothing, the Flying Hams Net is now closed and we are returning the frequency to regular use.

Insert your favorite aviation saying ie ?Remember to keep the dirty side down.?

This is (call sign)

-----Original Message-----
From: Daniel [mailto:n9wx_dan@...]
Sent: Wednesday, March 22, 2006 3:53 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

Hi Everyone,

I have made an HF Net Script...It's in the Files section, be sure to
check it out...let me know your opinion. We now have ONE net control,
anyone else want to join in on the fun?? :-) Now...the script says
Wednesdays, but that doesnt have to be the exact day. Do we want one
time a week, 3 times, 5 times...what?? Opinions Please.
I kinda want this to be a Round table type net, so we can comment
about our flying experiences, maybe homebuilt projects, questions, etc.

Thanks and 73,
Daniel N9WX

--

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.2.6/287 - Release Date: 3/21/2006

YAHOO! GROUPS LINKS

Visit your group "Flying_Hams" on the web.

To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

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135. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-24 14:58:24 UTC
From: Daniel Hileman
Topic: 127 Message: 135

Hi Tom,

Wow! I may be your neighbor very soon!! Looks like I'm moving to La Mesa in a month or so...Hoping to instruct somewhere at Gillespie Field in El Cajon! Anyway...if you'd like to start the net next week using Mark's version of the script...go for it!! If Wed @21:30 on 14.342.5 will work for you....if Wed wont, let everyone know what day you want to do it.

Thanks and 73,
Daniel N9WX

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Looks Good to me,

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Ask as many times as necessary to insure all items have been heard.

Hearing nothing, the Flying Hams Net is now closed and we are returning the frequency to regular use.

Insert your favorite aviation saying ie ?Remember to keep the dirty side down.?

This is (call sign)

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To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

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--

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136. HF Net Script Revision

Yahoo group: Flying_Hams
Date: 2006-03-24 15:06:32 UTC
From: Daniel
Topic: 136 Message: 136

Hi Everyone,

The New HF Net script is on the website in the files section...utilizing Mark's suggestions...looks GREAT to me! So, I'd like to have the net at least a couple times a week to start with, and if it looks like we need to have it more or less days we'll go from there! So, now we need to have at least one more Net control to make life a little easier for Tom.

So, fire up the HF rigs on 20m. The net will be on 14.342.5 MHz @ 21:30Z, and the day(s) are pending. I'll let Tom post the day or days he can or wants to do it!

73,
Daniel N9WX

137. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-24 15:10:50 UTC
From: tom cline
Topic: 127 Message: 137

I am based at SEE!, I have a couple of hangars at Sky Harbor. Unfortunately I just sold my 172 visit

http://members.cox.net/tomcline

It would have been a great plane for you to to teach in. Do you have any tail wheel experience?

I do not want to conduct the net this week, But I will listen and check in.

Thanks,

Tom

Daniel Hileman <n9wx_dan@...> wrote:
Hi Tom,

Wow! I may be your neighbor very soon!! Looks like I'm moving to La Mesa in a month or so...Hoping to instruct somewhere at Gillespie Field in El Cajon! Anyway...if you'd like to start the net next week using Mark's version of the script...go for it!! If Wed @21:30 on 14.342.5 will work for you....if Wed wont, let everyone know what day you want to do it.

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(Let the Aero-mobiles check in and comment)

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Start a List and then go around (like a round table net) and let each check-in make a comment (Under A minute)
Leave Room for new check-ins (ask for new check-ins after every comment or two)

After a few Comments:

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Closing:

We would like to thank all stations for their participation in tonight?s net and ask if there are any other items of interest before closure of the net?

Ask as many times as necessary to insure all items have been heard.

Hearing nothing, the Flying Hams Net is now closed and we are returning the frequency to regular use.

Insert your favorite aviation saying ie ?Remember to keep the dirty side down.?

This is (call sign)

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To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

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Thanks and 73,
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138. RE: [Flying_Hams] HF Net Script

Yahoo group: Flying_Hams
Date: 2006-03-24 15:38:22 UTC
From: Daniel Hileman
Topic: 127 Message: 138

Hi Tom,
AWESOME! It's a SMALLLLLLL world!
Yes, I do have tail-wheel experience...not much,have my endorsement and 20 hours in a Texas Tail-dragger.. I DO LOVE Tail-wheels! No problem,
I'll try and find another net controller, for the first one! I'll look forward to maybe seeing you in a month or so.

Daniel

tom cline <tecline2002@...> wrote:
I am based at SEE!, I have a couple of hangars at Sky Harbor. Unfortunately I just sold my 172 visit

It would have been a great plane for you to to teach in. Do you have any tail wheel experience?

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Thanks,

Tom

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Mark N6EA

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Insert your favorite aviation saying ie ?Remember to keep the dirty side down.?

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Sent: Wednesday, March 22, 2006 3:53 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF Net Script

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Thanks and 73,
Daniel N9WX

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YAHOO! GROUPS LINKS

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139. Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 15:45:48 UTC
From: Daniel
Topic: 139 Message: 139

Ok Everyone,

We have a frequency and time (14.342.5 @21:30Z) and now all we neeed is a controller, or controllers. It matters not if you have experience, just the desire to do it. The script is under the Files section in Word Format. The Freq and time is set...but the day(s) are debatable and up to the person who decides to run the net's schedule. So, someone please step up and take it...if my 850 was running, I'd do it, but she needs a few caps replaced. So, anyone want to take the left seat? ;-) Er ummm....well, you get my point.

73,
Daniel N9WX

140. Re: [Flying_Hams] Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 16:33:25 UTC
From: Mark Banks
Topic: 139 Message: 140

Daniel,

I'm in Az. right now but when I get back I'd be happy to take a turn in the barrel as net control.

Mark N6EA

141. Re: [Flying_Hams] Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:04:14 UTC
From: EC1CWG@dxhunters.com
Topic: 139 Message: 141

Hello Daniel and all,
Unfortunately, my HAM license is restricted and I won´t be CQing on 20 till new regulation come to an end (still pending to aproval). Hope to be with all you in the Net in a couple of weeks. Meanwhile I´ll be listening to you. Prop is not ok this side but my new yagi really helps. Looks like a good idea for me. Can´t wait to join the ham flying party. 73s!
¨Better to stay on ground wishing to be on air than on air wishing to be on ground¨...
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

----- Original Message -----
From: Daniel
To: Flying_Hams@yahoogroups.com
Sent: Friday, March 24, 2006 4:45 PM
Subject: [Flying_Hams] Calling HF Net Controllers!!

Ok Everyone,

We have a frequency and time (14.342.5 @21:30Z) and now all we neeed
is a controller, or controllers. It matters not if you have
experience, just the desire to do it. The script is under the Files
section in Word Format. The Freq and time is set...but the day(s) are
debatable and up to the person who decides to run the net's schedule.
So, someone please step up and take it...if my 850 was running, I'd do
it, but she needs a few caps replaced. So, anyone want to take the
left seat? ;-) Er ummm....well, you get my point.

73,
Daniel N9WX

YAHOO! GROUPS LINKS

a.. Visit your group "Flying_Hams" on the web.

b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

---

142. Re: [Flying_Hams] Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:07:14 UTC
From: Daniel Hileman
Topic: 139 Message: 142

Thanks Mark...sounds good, when do you get back?? What day(s) would work for you?

Now We need some controllers in the central and East US.

Daniel

Mark Banks <Mark@...> wrote:
Daniel,

I'm in Az. right now but when I get back I'd be happy to take a turn in
the barrel as net control.

Mark N6EA

YAHOO! GROUPS LINKS

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New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

143. Re: [Flying_Hams] Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:28:44 UTC
From: Mark Banks
Topic: 139 Message: 143

I'll be home late Sunday.

So, I could do any day next week...

Mark N6EA

144. Re: Calling HF Net Controllers!!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:34:21 UTC
From: Daniel
Topic: 139 Message: 144

Great Mark,

I think Tues and Thurs would be great! Lets do it, and I'll try and find other controllers to help out. BTW, I like your Maule!!

Thank you,
Daniel

--- In Flying_Hams@yahoogroups.com, Mark Banks <Mark@...> wrote:
>
> I'll be home late Sunday.
>
> So, I could do any day next week...
>
> Mark N6EA
>

145. Our First HF NET!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:36:18 UTC
From: Daniel
Topic: 145 Message: 145

Ok Everyone,

Here's the details,
Our first net will be next Tues, at 21:30Z on 14.342.5 MHz! Fire up the rigs! In case you didnt see my other post, Mark N6EA will be Net Control and we will have 2 nets a week for now...Tues/Thurs.

73,
Daniel N9WX

146. Re: [Flying_Hams] Our First HF NET!

Yahoo group: Flying_Hams
Date: 2006-03-24 17:45:30 UTC
From: Mark Banks
Topic: 145 Message: 146

Should be a lot of fun !

Mark N6EA

Daniel wrote:
> Ok Everyone,
>
> Here's the details,
> Our first net will be next Tues, at 21:30Z on 14.342.5 MHz! Fire up
> the rigs! In case you didnt see my other post, Mark N6EA will be Net
> Control and we will have 2 nets a week for now...Tues/Thurs.
>
>
> 73,
> Daniel N9WX
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> Yahoo! Groups Links
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147. Keep Checking the site

Yahoo group: Flying_Hams
Date: 2006-03-24 17:52:33 UTC
From: Daniel
Topic: 147 Message: 147

Hi everyone,

Just a reminder to everyone, Keep checking our site (http:groups.yahoo.com/group/Flying_Hams), there are links (I have another site for the Flying Hams I'm working on) and photos of members and their aircraft, etc there...so check it often and be sure to post pics of you, your fav aircraft, etc. I dont care how many photos you post at this point, but I'll have to make sure we dont go over our allowable space. IF that becomes a problem I might have to limit it, but as for now...post away!

Daniel

148. Checking In!

Yahoo group: Flying_Hams
Date: 2006-03-25 00:03:06 UTC
From: pete
Topic: 148 Message: 148

Hi everyone,
N1AGV, Peter checking in. I saw the blurb on QRZ. I've been flying since 1976, and been a Ham since 1978. I have a 1967 Cherokee that I'm in the middle of painting (see some pics in photo section) , what a mess! I also run APRS when flying (http://www.sawcenter.com/aprs), and have a 24/7 echolink under N1AGV-L (59912) Stop by and say hi! I listen mostly during commuting hours,7:30 - 8:00AM and 5-5:30 EST. I'm also building a Bearhawk Patrol(http://bearhawkpatrol.tripod.com/), although I just started. Hope to hear for you soon. Pete

149. HFpack Welcomes Flying Hams Net on 14342.5 kHz

Yahoo group: Flying_Hams
Date: 2006-03-25 03:23:14 UTC
From: expeditionradio
Topic: 149 Message: 149

HFpack welcomes the new "Flying Hams Net" on 14342.5 kHz USB.

As Net Manager of HFpack Net on 14342.5kHz, I have been
coordinating the start of the Flying Hams Net with
Daniel W9WX, the new Flying Hams group founder.

Thousands of wonderful mobile/portable/base/marine/aero QSOs
have happened on this frequency, including many /Air Mobiles.
HFpack has always included /Air Mobile and anyone
interested in aviation HF operation.

Some airplanes have HF SSB radios that operate on 1kHz
increments, so we temporarily QSY up to 14343.0 or down
to 14342.0 whenever necessary.

Interesting background information about 14342.5 kHz USB:

1. 14342.5 kHz is perched in the middle between 2 other
net frequencies: 14340.0 and 14345.0 kHz USB.
2. HFpack has coordinated with these nets over the years,
and there is peaceful cooperation and mutual respect.
3. Please observe courtesy, especially when other groups or nets
are on adjacent frequencies (or show up unexpectedly).
4. Please give priority to low-power/portable/mobile stations.
5. There is activity, with close frequency spacing at the top
of the 20m band, so please do not use "wide audio SSB".
6. Before starting, arrive early on the frequency, listen
carefully, and make a few calls. Many stations have weak
signals here.
7. Please give a few seconds between overs so anyone can break in.
Keep in mind that you too may be out there flying around,
with limited HF operating time, and you will want others on
the frequency to give you a break...

History of 14342.5kHz:
Year / Notes
2000/ HFpack founded with 14342.5kHz as calling frequency.
2001/ HFpack Net starts on 14342.5 kHz and 18157.5 kHz
2001/ HFLINK adds 14342.5 as ALE channel. http://hflink.com
2002/ HFpack Net listed in ARRL Net Directory
2002/ Bicycle Mobile Hams of America invited,more /BikeMobiles.
2003-2006/ HFpack increases, 6000+ members, more activity.
2006/ Flying Hams group invited and starts net.

Any time you are out there in the "Wild Blue Yonder",
drop in on 14342.5kHz (or any of the HFpack frequencies)
There are many operators on there for you to QSO with.

http://hfpack.com

73---Bonnie KQ6XA
HFpack Net Manager

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.

150. DX pedtion into the USSR... well kinda but, fun...

Yahoo group: Flying_Hams
Date: 2006-03-25 08:05:05 UTC
From: gmas
Topic: 149 Message: 150

Hey how about a adventure as well as a DX pedition... check this out... flying into russia... and if we could get some hams together... a dx pedition if the government would allow it... it would be a adventure all the way up and back too... just to let the others at home know what they are missing set up sched's... take pics and heck tape it for the adventure flicks on TV... talk about using ham radio... etc... perfect...

http://www.alaskaairmen.com/russian_vfr_route_b369.htm

151. Re: How can i become a pilot

Yahoo group: Flying_Hams
Date: 2006-03-26 03:42:09 UTC
From: Ken Brown
Topic: 130 Message: 151

Take a look at: http://www.aopa.org/learntofly/startfly/

and poke around that site. Lots of good info.

73, ---Ken W2KB and N16019

--- In Flying_Hams@yahoogroups.com, gmas@... wrote:
>
>
> KI4JGT... no name...
>
> start in your school library and read about flying and how its
done... the
> physics of it and the experances that others have had doing it...
then go
> by checking the local JR college... their they usually have
aviation
> courses... such as ground school... enroll in that... I think the
age
> limit is 16 for the school but, the dean can waver it for you...
>
> From their ... go on to a flight school and bring lots of money...
as its
> not free...
>
> However, you can also join the CAP and/or ROTC that has aviation
on the
> agenda...
>
> Just some suggestions... as if you think its going to be a free
> ride...atttt wrong answer... the days of going to the airport and
washing
> planes for training is gone... and a part of history... However,
if you
> hang around the smaller airfields.. usually if your mechanical
incline
> someone will notice you bugging them... and you can... like the
rest
> become a airport bum... after all that is where planes fly...
>
>
> * Hi my call is KI4JGT. I was wondering how i could become a
pilot? What
> * i have to do and what courses I need to take? If you would,
could you
> * NOT NOT NOT use my email to respond to this. I rarely check it.

My
> * school has it blocked! Thanks!
> *
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> * Yahoo! Groups Links
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152. New Guy Intro

Yahoo group: Flying_Hams
Date: 2006-03-26 14:13:53 UTC
From: Scott
Topic: 152 Message: 152

Hi all,

Just joined up and wanted to send a quick bio...

Been a ham since 1982 (N0EDV). Started as a Technician (way back then that was a written test plus the 5 WPM CW test, all taken at the FCC office). Upgraded to Advanced about 1988 or so. Got my Extra when they made the code requirement 5 WPM for all classes...I was never a great CW guy ;) I have gear for 160M thru 2M and 432. Building a 222 transverter right now and plan to have it ready for the June VHF contest. I do have an ATV transmitter for aerial use on 427.25 MHz. The camera and transmitter are built into a single aluminum box and it can mount out on my wing strut.

Started flying at age 15 back in 1977. Flew the family Cessna 140 and soloed it at age 16. My dad still owns the 140. I bought my first airplane in 1992...a 1947 Aeronca 11CC Super Chief. Sold it in 1998 and bought my present ride, a 1986 experimental Corben Junior Ace. Just working on a top overhaul right now and hope to get the cylinders rehung in the next week or two. Upgraded to 100 Octane valves (Continental A-65).

My website is at http://corbenflyer.tripod.com if anyone is interested in open cockpit parasol type airplanes...

--
Scott N0EDV
Gotta Fly or Gonna Die

153. Intro

Yahoo group: Flying_Hams
Date: 2006-03-26 15:45:43 UTC
From: Joe Belany
Topic: 153 Message: 153

Good Morning! I just joined this group and thought I would take a few minutes to send an intro. I have been an Amateur Radio operator since 1993 and am currently licensed as a General. I have been studying to upgrade to an Extra, hopefully testing in May some time. I am active on 80M-70cm and primarily enjoy 75/17/6M. I have a good friend (N0EDV) and we have activated Grid EN67 (99% + water) several times on 6 meters.

My flying consists of Cessna 150's/172's and currently a Cherokee 140. I am in the process of building a JDT MiniMax - HiMax with a VW conversion.

73,

Joe Belany A/R/S KB9IQR
Ashland, Wisconsin

New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

154. Flight Sim 2002 Model of my Corben

Yahoo group: Flying_Hams
Date: 2006-03-26 16:18:07 UTC
From: Scott Littfin
Topic: 154 Message: 154

If anyone uses Microsoft Flight Sim 2002 and would like to take a try at flying my Junior Ace, I have loaded the necessary files and instructions (READ ME file) in the Files section. It's not perfect, but I'm working at some parameters to make it better, but it is pretty darn good as is...ENJOY!

Scott
N0EDV

155. Flight Simulator 2002 - Corbin

Yahoo group: Flying_Hams
Date: 2006-03-26 18:11:43 UTC
From: wd9ezk
Topic: 155 Message: 155

Downloaded and installed the files and all worked well! Fun little plane to fly. Thanks for making it possible.

156. Re: [Flying_Hams] Flight Simulator 2002 - Corbin

Yahoo group: Flying_Hams
Date: 2006-03-26 19:35:34 UTC
From: Scott
Topic: 155 Message: 156

Well, Thank YOU!! Glad you like it. I cannot take full credit for it.
Ron Wanttaja (who wrote the book "Homebuilt Construction") did it up
for me. I sent him a 3 view drawing and some basic flying
characteristics and he made the basic model as well as applying my paint
scheme to it. I toyed with the settings in an attempt to get it to fly
a little more like mine does. I'm pretty happy with the performance,
but there always seems to be room for tweaking!

Scott

wd9ezk wrote:
> Downloaded and installed the files and all worked well! Fun little
> plane to fly. Thanks for making it possible.
>
>
>
>
> ---
> YAHOO! GROUPS LINKS
>
> * Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
>
> * To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
>
> * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
> Service <http://docs.yahoo.com/info/terms/>.
>
>
> ---
>

--
Scott
Check out our latest promotions at...
http://msindustries.tripod.com/
Gotta Fly or Gonna Die

157. Re: New Guy Intro

Yahoo group: Flying_Hams
Date: 2006-03-26 19:45:40 UTC
From: Scott Littfin
Topic: 152 Message: 157

Forgot to mention...I am located in Bloomer, Wisconsin.

Scott
N0EDV

--- In Flying_Hams@yahoogroups.com, Scott <acepilot@...> wrote:
>
> Hi all,
>
> Just joined up and wanted to send a quick bio...
>
> Been a ham since 1982 (N0EDV). Started as a Technician (way back then
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they
> made the code requirement 5 WPM for all classes...I was never a
great CW
> guy ;) I have gear for 160M thru 2M and 432. Building a 222
> transverter right now and plan to have it ready for the June VHF
> contest. I do have an ATV transmitter for aerial use on 427.25 MHz.
> The camera and transmitter are built into a single aluminum box and it
> can mount out on my wing strut.
>
> Started flying at age 15 back in 1977. Flew the family Cessna 140 and
> soloed it at age 16. My dad still owns the 140. I bought my first
> airplane in 1992...a 1947 Aeronca 11CC Super Chief. Sold it in 1998
and
> bought my present ride, a 1986 experimental Corben Junior Ace. Just
> working on a top overhaul right now and hope to get the cylinders
rehung
> in the next week or two. Upgraded to 100 Octane valves (Continental
A-65).
>
> My website is at http://corbenflyer.tripod.com if anyone is interested
> in open cockpit parasol type airplanes...
>
> --
> Scott N0EDV
> Gotta Fly or Gonna Die
>

158. fun in the air

Yahoo group: Flying_Hams
Date: 2006-03-26 21:19:06 UTC
From: ricky_duncan11
Topic: 158 Message: 158

Hi all my name is Ricky. My call is kg9nk and love this page. My best friend whom which I grew up with N9wx aka... dan the man lol is teaching me how to fly. Hope that with his help ill soon be a pilot... so heres to you sir 73.............

159. Need Some Help Guys!

Yahoo group: Flying_Hams
Date: 2006-03-27 00:20:20 UTC
From: wd9ezk
Topic: 159 Message: 159

My eleven year old son,(KC9BLC) is taking flying lessons, and since I am not a pilot I am not much help. He is learning the "V speeds" for a Cessna C-172R and I can not find a definition for the following V speeds. We think we know after talking to several pilots but they were not even sure!

This is what we have.

Vrsf 55 for a short field rotation
Vsfa 62 for a short field approach
Vgld 65 we think its the same as Vg Best Glide speed

We would appreciate anyone responding with an answer that they are sure is correct.

Thanks

160. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 03:54:52 UTC
From: gmas
Topic: 159 Message: 160

Well... its kinda not definable... as you have to take into consideration weights and day temps, wind, humidity.. surfaces, and altitude of the field... etc... so their is really no Vspeed for the 172 that is defined.. as to short field rotation... and approach speed... its the normal, flaps up, down speeds... thus be it grass or hard surface... Vr is 55-6 kts...

Of course flaps settings will change speeds due to the setting of them... cessna uses a flap that also adds lift to the plane when less that 15 deg... but, go past that and they add drag... however, you have again a variable... and that is the angle of attack that the plane is experiencing at the time.. which figures into the flap L/D/S ratio...

Most of the Vspeeds are

Vr 55Kts
50 ft obstacle... 56kts over trees etc... and also soft field
Vx is 60 kts
Vy is 76 kts
and your V best Glide... speed is 65Kts
Va 99Kts

Now normal landing approach speed are 70Kts (ya right... most fly it around 80Kts...)
and if you have to go around its 55Kts... depending on the loading and factors. But, that is right on the money kind of flying.. and most don't get that good... even ATPs put in cessna 172 don't get that good... only test pilots get that good... and then they don't use a cheap $1.298 AS indicator like cessna puts in... on the dash.. that has been bounced around for how many hours.. and lost its accuracy... .

Now.. one thing I should point out here... as you can see the speeds are all within a knot or two of each other... so what most do is hold at or above that speed within a few kts... (actually about 1.3 Vso)

If you look in the POH you will find the take off and landing data listed... which accounts for wind, temp and altitude... and for a design weights...

So I wouldn't go dialing in numbers for grass field rotation.. and here is why... the planes wing will develop the lift at the speed listed.. be it on grass, dirt or paved... so Vr is Vr no matter what you are taking off of... and remember its not the ground speed... it is the air speed that the wing sees...

Again in the POH you will find a cessna graph.. that shows for what weight... and distance it will glide at what speed...

Go by the POH... and then when you get in the plane.. (no two are made the same) use the numbers as guidelines.. and/or throw the pages out.. and come up with your own for that plane.... as when you flying the plane you develop the ability to feel when the plane is ready to fly... after all your not a instrument pilot .. yet... so don't dial in numbers that you shouldn't be playing with yet... student pilots usually do good if they can hold plus or minus 10 kts... on any maneuver...

What is more important is to recognize when the wing is going to stall... and the feeling, sounds and input sensory of this... About all he needs to know right now is the planes stall speed with and without flaps... and from their... the rest is above those numbers... Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as those are again reference speeds... the only other one that is important is the Vne.. as most students get up around that speed once in their lifetime... most never see ideal cruse speed however... but again.. the feeling for the plane.. changes... and that is what one learns...

NOW FOR THE BAD NEWs

Its good to know that a 11 year old is learning to fly... but,... we don't recommend it... schooling and making models. learning about the physics of flight .. fine.. but, he can't get his license till he is old enough.. and we have all seen ... to often parents that allow/push their kids into flying planes... the last one was a little girl who spun in and killed everyone on board... on take off in Co. Flying is not a game .. or a toy.. or like computers... you can't hit the reset button and get up out of the hole you made... and too many parents think Johnny is so great when he is learning to fly at age 7... and while its nice... again... if you check the legal issues... and the age limit... it applies... for a reason... Its nice to be proud of the kids accomplishments... however its not a media hipe... social order thing... all to often it ends up the parent gets upset because the kid got killed.. and now wants to sue the instructor for allowing it... atttt not happening... most of the family courts turn it back to the parents as child endangerment... now...

I say this to keep the thrill alive... as I had a friend who was a instructor... and took on a 10 year old kid... because Johnny wanted to learn to fly... you go teach him.. we'll pay... its is his dream.. they said... He had a little cessna 120.. that he used to fly... notice I say he used to fly... seems after the second lesson the kid went to school and bragged about going out and how he was playing top gun... doing things that only could be seen in the movies... but, never the less... the kid continually disrupted the class.. with his... wild flying... the teacher sent the kid to the school nurse ... with a note that she thought the kid was traumatized... the nurse agreed and sent the kid home... telling the parents that he was so bad that he only could keep taking about how scary the flight was... so as to impress the others... with his ... achievements... the school sent him home and would n't let him come back till after the doctor said he was normal

again... the school contacted the child abuse people... who then went to the parents and hauled them into court.. for endangering their kids life... now you know what happened... next to save themselves...

Well the parents got a lawyer... and he went and got some quack doctor... to certify that the reason
the kid was this way was because the instructor did it... guess who got sued big time... and used to fly a cessna 120... even though he was one of the best instructor around... and never did what the kid bragged at school he did... the kid lived a lie... the parents backed him up to save themselves.... heck the defense proved that the little cessna could not do half of what the kid said he did... and still the judge sided with the kid... and awarded the money...

So with that in mind... I would never take a person under age on any flight... and I notice that CAP doesn't either after they experienced some of the same suits...

I think its great that your son is wanting to learn how to fly... and your lucky to find a instructor to take him on... most of the ones that I know.. wouldn't... and most advised the parents who said.. oh yes we'll sign a consent form... for johnny... ahhhh doesn't fly either... you can't sign someone else's rights away... so the court has shown... nope.. I would rather see him get his teething on flying by getting into RC planes of something else less threating... and when he gets to be 17 and responsible for his actions... then give him the money to go learn how to fly...

As a parent you also want to think about the liability if he got distracted and hit a airliner or another plane... under age your still responsible... for his actions... that should keep you up at night...

flying is not a game nor a toy... the people who made mistakes are not here to tell you about it... however... they are dead... Flying is basically risk management... ya lose.. your dead...

sorry to burst your balloon...

Keep the greasy side down... and the pointy side forward...

wd9ezk wrote:

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>am not a pilot I am not much help. He is learning the "V speeds" for
>a Cessna C-172R and I can not find a definition for the following V
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>
>Thanks
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>Yahoo! Groups Links
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162. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 05:41:41 UTC
From: David Vincent
Topic: 159 Message: 162
Attachments: 2 described; binary payloads are missing from this source WARC

I dissagree with this post about age. I was able to take my first flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to fly. When I was 12 years old, I was flying instruments and was also introduced to acrobatics. When it came time for me to move to the LEFT SEAT and have an instructor, I was teaching a LOT OF THINGS to the instructor at 17. My father had taught me well and I learned a WHOLE LOT from him. It is very ironic that there are so many instructors out there who only have a few hundred hours and they are teaching. My instructor I had back 40 years ago only had 400 hours. By the time I took my instruction at 16, I had already amassed 5,000 hours of air time with my father. I was able to fly the plane on most flights from the right seat obviously.. BUT, I still kept the air time even though it isn't legal with the FAA. I was only able to start LOGGING LEGAL air time when I got my Private pilots license. I then took my Instrument training the day after I got my Private pilots license as my father had taught me just about everything that you can learn about instruments when I was 13 years old. I was flying complete approaches as well as holding maneuvers etc....

The long story short, if you have a GREAT instructor, one who has MANY 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I think that the number of hours needed to become a CFI, Certified Flight Instructor should be a whole lot more then it is. I was also teaching the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of before. Again, I got all my training from my father who was a Marine Fighter pilot and wanted to teach all of us well so we didn't get any bad habits and would learn to fly the plane and not let some controller who probably has never flown put us into a mountain because he forgot us or something like that.

For the little 12 year old who is taking flying lessons, you know you can go out and get flight sim 2004 and fly a 172 cessna and set it up for realism, just like you are flying the real thing and you will learn very quickly how to fly it. You just take the lessons offered on the FS2004 and you will be a very good pilot. It has been proven time and time again that you should be able to take your Private Pilot Flight exam by someplace just over 40 hours instead of the usual 60-70 which seems to be the nationwide average.

The above is just my opinion. I have flown over 95 different types of aircraft and am a single, multi- land and Sea, Sailplanes, Gliders, Instrument, Commercial and Type rated in several different jets. I have been flying for over 38 years now and have over 19,000 hours.

SO, I guess to teach a young 6 year old and up how to fly isn't as dangerous as this guy is saying.

Take care and happy flying,
Dave in Coronado, CA

<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of gmas
Sent: Sunday, March 26, 2006 7:55 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] flying is not for .. kids...

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This is what we have.

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Vsfa 62 for a short field approach

Vgld 65 we think its the same as Vg Best Glide speed

We would appreciate anyone responding with an answer that they are

sure is correct.

Thanks

Yahoo! Groups Links

http://groups.yahoo.com/group/Flying_Hams/

Flying_Hams-unsubscribe@yahoogroups.com

http://docs.yahoo.com/info/terms/

SPONSORED LINKS
Craft
<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
hobby Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA> and craft supply Ham
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

---

YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams
<http://groups.yahoo.com/group/Flying_Hams> " on the web.

* To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

* Your use of Yahoo! Groups is subject to the Yahoo! Terms of
Service <http://docs.yahoo.com/info/terms/> .

<http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>

163. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 07:45:16 UTC
From: gmas
Topic: 159 Message: 163
Attachments: 1 described; binary payloads are missing from this source WARC

David... ahhhh are you sure about your posting... are we talking the same here...

* your dad taught you... think you would say something bad about him and not get the snott knocked out of you.. hmmm
* instructor had 400 flight hours... really... hmmmm...
* you took instruction at 16.. you had no real logged flight time .. you rode around with him for 5,000 hrs.. ??? sure you were PIC... ??? Right or left makes no difference...
* you can't count that 5,000 air time.. legally... sorry... even for your next rating... till you get a license... then only does it count if your PIC... or a instructor (who can also claim dual time with a student)
* Ok lets see if we got this right... you got your private license and the next day you got your instrument rating... ahhhhh... you started your inst. training...
* 40 years ago most helo pilots in VN only had a couple hundred hours flying time...
* 40 years ago people took responsibility for their own actions... today... its not their fault... and someone else responsibility.. that didn't teach 'em right... things have changed since the Me/My generation came out...

Here is what is The FAR's ...

You need 50 hours of Pilot In Command cross-country time (defined as a landing at a point more than 50NM from the original point of departure). some cross-country time meeting the IFR cross-country requirements,

You'll need 40 hours of actual or simulated instrument time. This time doesn't have to be with an instructor though, you can use an appropriately rated safety pilot to build this time.

You'll need 15 hours of training from a CFI-I.

You need to complete a dual cross-country flight under IFR.

The details are all in 14 CFR Part 61.65.

Sorry...

But, what does it prove to have a 6 year old learn how to fly... ??? media stunt...gone wrong... parent ego attack... and a unsafe sky... to let them take the controls ... even with a dad... sitting their... and what stress is the kid under that is suddenly placed in a situation... Bang the engine goes... or they hit a bird ... while good old dad is

asleep at the switch... it really is child endangerment when they are expected to perform at that age... you can't tell me that a 6 year old or even a 11 year old will know the difference between fun and safety... and I don't think much of the parent who puts their kid in that situation... its not a game up their... I quite frankly would like to see the PIC's license pulled for giving the controls over to such a youngster...

Would you let them drive your car down the freeway... or hand them a loaded gun... and say shoot... hmmmm... didn't think so... heck they can't even reach the rudder pedals and look over the dash at the same time... they.. just too short... unless you make some reallllllyyyyy big adapter blocks... for 'em... and doesn't that take a 337 form ?? I think I hear the people in the back requesting parachutes .... something about bailing out... :)

learning from your dad is great.. and I respect that..... I think eveyones dad did the same... even if they didn't fly...

Nothing can beat a good instructor... especially ones that have lots of hours ... or military instruction time... but, I don't know any that can live on 20 bux a hour 3 or 4 days a week... Most use flight instructing now a days for a stepping stone to move on into the ATP and commercial airlines... I also find that if a student is good.. he doesn't give up... during the flight right up to the point where I tell 'em nice try... I've got it... and when we get back we go over what was wrong.. so the next time he is able to have the plan in his mind as what to do... and make it happen... If students don't make mistakes.. they aren't learning... and a bad instructor is one that always takes over when things are not working out right... students then depend on the instructor to bail 'em out... on the little things... and I chuckle thinking about some of the students I have had... that really at first I thought should give it up... but, they kept being a pest... hammering away.. and then one day.. I was impressed... as the student became the master... a responsible thinking professional pilot... with confidence and abilities above reproach... grin...

David Vincent wrote:

> I dissagree with this post about age. I was able to take my first
> flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how
> to fly. When I was 12 years old, I was flying instruments and was
> also introduced to acrobatics. When it came time for me to move to
> the LEFT SEAT and have an instructor, I was teaching a LOT OF THINGS
> to the instructor at 17. My father had taught me well and I learned a
> WHOLE LOT from him. It is very ironic that there are so many
> instructors out there who only have a few hundred hours and they are
> teaching. My instructor I had back 40 years ago only had 400 hours.
> By the time I took my instruction at 16, I had already amassed 5,000
> hours of air time with my father. I was able to fly the plane on most
> flights from the right seat obviously.. BUT, I still kept the air time

> even though it isn't legal with the FAA. I was only able to start
> LOGGING LEGAL air time when I got my Private pilots license. I then
> took my Instrument training the day after I got my Private pilots
> license as my father had taught me just about everything that you can
> learn about instruments when I was 13 years old. I was flying
> complete approaches as well as holding maneuvers etc....
>
> The long story short, if you have a GREAT instructor, one who has MANY
> 1,000's of hours and isn't a NEWBIE himself, then you can learn well.
> I think that the number of hours needed to become a CFI, Certified
> Flight Instructor should be a whole lot more then it is. I was also
> teaching the INSTRUMENT INSTRUCTOR a bunch of things that he never
> heard of before. Again, I got all my training from my father who was
> a Marine Fighter pilot and wanted to teach all of us well so we didn't
> get any bad habits and would learn to fly the plane and not let some
> controller who probably has never flown put us into a mountain because
> he forgot us or something like that.
>
> For the little 12 year old who is taking flying lessons, you know you
> can go out and get flight sim 2004 and fly a 172 cessna and set it up
> for realism, just like you are flying the real thing and you will
> learn very quickly how to fly it. You just take the lessons offered
> on the FS2004 and you will be a very good pilot. It has been proven
> time and time again that you should be able to take your Private Pilot
> Flight exam by someplace just over 40 hours instead of the usual 60-70
> which seems to be the nationwide average.
>
> The above is just my opinion. I have flown over 95 different types of
> aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
> Instrument, Commercial and Type rated in several different jets. I
> have been flying for over 38 years now and have over 19,000 hours.
>
> SO, I guess to teach a young 6 year old and up how to fly isn't as
> dangerous as this guy is saying.
>
> Take care and happy flying,
> Dave in Coronado, CA
>
> <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US>
>
> -----Original Message-----
> From: Flying_Hams@yahoogroups.com
> [mailto:Flying_Hams@yahoogroups.com] On Behalf Of gmas
> Sent: Sunday, March 26, 2006 7:55 PM
> To: Flying_Hams@yahoogroups.com
> Subject: Re: [Flying_Hams] flying is not for .. kids...
>
> Well... its kinda not definable... as you have to take into
> consideration weights and day temps, wind, humidity.. surfaces,
> and altitude of the field... etc... so their is really no Vspeed

> for the 172 that is defined.. as to short field rotation... and
> approach speed... its the normal, flaps up, down speeds... thus
> be it grass or hard surface... Vr is 55-6 kts...
>
> Of course flaps settings will change speeds due to the setting of
> them... cessna uses a flap that also adds lift to the plane when
> less that 15 deg... but, go past that and they add drag...
> however, you have again a variable... and that is the angle of
> attack that the plane is experiencing at the time.. which figures
> into the flap L/D/S ratio...
>
> Most of the Vspeeds are
>
> Vr 55Kts
> 50 ft obstacle... 56kts over trees etc... and also soft field
> Vx is 60 kts
> Vy is 76 kts
> and your V best Glide... speed is 65Kts
> Va 99Kts
>
> Now normal landing approach speed are 70Kts (ya right... most fly
> it around 80Kts...)
> and if you have to go around its 55Kts... depending on the loading
> and factors. But, that is right on the money kind of flying.. and
> most don't get that good... even ATPs put in cessna 172 don't get
> that good... only test pilots get that good... and then they don't
> use a cheap $1.298 AS indicator like cessna puts in... on the
> dash.. that has been bounced around for how many hours.. and lost
> its accuracy... .
>
> Now.. one thing I should point out here... as you can see the
> speeds are all within a knot or two of each other... so what most
> do is hold at or above that speed within a few kts... (actually
> about 1.3 Vso)
>
> If you look in the POH you will find the take off and landing data
> listed... which accounts for wind, temp and altitude... and for a
> design weights...
>
> So I wouldn't go dialing in numbers for grass field rotation.. and
> here is why... the planes wing will develop the lift at the speed
> listed.. be it on grass, dirt or paved... so Vr is Vr no matter
> what you are taking off of... and remember its not the ground
> speed... it is the air speed that the wing sees...
>
> Again in the POH you will find a cessna graph.. that shows for
> what weight... and distance it will glide at what speed...
>
> Go by the POH... and then when you get in the plane.. (no two are
> made the same) use the numbers as guidelines.. and/or throw the

> pages out.. and come up with your own for that plane.... as when
> you flying the plane you develop the ability to feel when the
> plane is ready to fly... after all your not a instrument pilot ..
> yet... so don't dial in numbers that you shouldn't be playing with
> yet... student pilots usually do good if they can hold plus or
> minus 10 kts... on any maneuver...
>
> What is more important is to recognize when the wing is going to
> stall... and the feeling, sounds and input sensory of this...
> About all he needs to know right now is the planes stall speed
> with and without flaps... and from their... the rest is above
> those numbers... Next is the Vy and Vx... and the 50 foot tree
> (obstacle clearance) as those are again reference speeds... the
> only other one that is important is the Vne.. as most students
> get up around that speed once in their lifetime... most never see
> ideal cruse speed however... but again.. the feeling for the
> plane.. changes... and that is what one learns...
>
> NOW FOR THE BAD NEWs
>
> Its good to know that a 11 year old is learning to fly... but,...
> we don't recommend it... schooling and making models. learning
> about the physics of flight .. fine.. but, he can't get his
> license till he is old enough.. and we have all seen ... to often
> parents that allow/push their kids into flying planes... the last
> one was a little girl who spun in and killed everyone on board...
> on take off in Co. Flying is not a game .. or a toy.. or like
> computers... you can't hit the reset button and get up out of the
> hole you made... and too many parents think Johnny is so great
> when he is learning to fly at age 7... and while its nice...
> again... if you check the legal issues... and the age limit... it
> applies... for a reason... Its nice to be proud of the kids
> accomplishments... however its not a media hipe... social order
> thing... all to often it ends up the parent gets upset because
> the kid got killed.. and now wants to sue the instructor for
> allowing it... atttt not happening... most of the family courts
> turn it back to the parents as child endangerment... now...
>
> I say this to keep the thrill alive... as I had a friend who was
> a instructor... and took on a 10 year old kid... because Johnny
> wanted to learn to fly... you go teach him.. we'll pay... its is
> his dream.. they said... He had a little cessna 120.. that he
> used to fly... notice I say he used to fly... seems after the
> second lesson the kid went to school and bragged about going out
> and how he was playing top gun... doing things that only could be
> seen in the movies... but, never the less... the kid continually
> disrupted the class.. with his... wild flying... the teacher sent
> the kid to the school nurse ... with a note that she thought the
> kid was traumatized... the nurse agreed and sent the kid home...
> telling the parents that he was so bad that he only could keep

> taking about how scary the flight was... so as to impress the
> others... with his ... achievements... the school sent him home
> and would n't let him come back till after the doctor said he was
> normal again... the school contacted the child abuse people...
> who then went to the parents and hauled them into court.. for
> endangering their kids life... now you know what happened... next
> to save themselves...
>
> Well the parents got a lawyer... and he went and got some quack
> doctor... to certify that the reason
> the kid was this way was because the instructor did it... guess
> who got sued big time... and used to fly a cessna 120... even
> though he was one of the best instructor around... and never did
> what the kid bragged at school he did... the kid lived a lie...
> the parents backed him up to save themselves.... heck the defense
> proved that the little cessna could not do half of what the kid
> said he did... and still the judge sided with the kid... and
> awarded the money...
>
> So with that in mind... I would never take a person under age on
> any flight... and I notice that CAP doesn't either after they
> experienced some of the same suits...
>
> I think its great that your son is wanting to learn how to fly...
> and your lucky to find a instructor to take him on... most of the
> ones that I know.. wouldn't... and most advised the parents who
> said.. oh yes we'll sign a consent form... for johnny... ahhhh
> doesn't fly either... you can't sign someone else's rights
> away... so the court has shown... nope.. I would rather see him
> get his teething on flying by getting into RC planes of something
> else less threating... and when he gets to be 17 and responsible
> for his actions... then give him the money to go learn how to fly...
>
> As a parent you also want to think about the liability if he got
> distracted and hit a airliner or another plane... under age your
> still responsible... for his actions... that should keep you up at
> night...
>
> flying is not a game nor a toy... the people who made mistakes
> are not here to tell you about it... however... they are dead...
> Flying is basically risk management... ya lose.. your dead...
>
> sorry to burst your balloon...
>
> Keep the greasy side down... and the pointy side forward...
>
>
>
>
> wd9ezk wrote:

>
>>My eleven year old son,(KC9BLC) is taking flying lessons, and since I
>>am not a pilot I am not much help. He is learning the "V speeds" for
>>a Cessna C-172R and I can not find a definition for the following V
>>speeds. We think we know after talking to several pilots but they
>>were not even sure!
>>
>>This is what we have.
>>
>>Vrsf 55 for a short field rotation
>>Vsfa 62 for a short field approach
>>Vgld 65 we think its the same as Vg Best Glide speed
>>
>>We would appreciate anyone responding with an answer that they are
>>sure is correct.
>>
>>Thanks
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>>Yahoo! Groups Links
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> SPONSORED LINKS
> Craft hobby
> <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+suppl
y&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
> Hobby and craft supply
> <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+
craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
> Ham radio
> <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&
w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
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> Service <http://docs.yahoo.com/info/terms/>.
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164. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 08:11:15 UTC
From: gmas
Topic: 159 Message: 164

for those of you who are not instrument rated... and want to read more about setting up a course of action... may I suggest this writers... offering... on the web...

http://home.nc.rr.com/mwaugh/Aviation/Articles/instrument_rating.htm

By the way the book The Killing Zone: How & Why Pilots Die <http://www.amazon.com/exec/obidos/ASIN/007136269X/matwaughaviat-20> is a good one to read... as it has lots of accounts of bad things that can go way wrong...

check it out... as it covers everyone from student pilots to flight instructors... as I say a little something for everyone interested...

http://home.nc.rr.com/mwaugh/Aviation/

then their is my friends book.. on the web.. see how it flys...

a radical new approach to student flying through the commercial and multi

it can be found at...

http://www.av8n.com/how/

another good book that I think is still in print is Stick and Rudder... very old.. but, still applies to GA... might find it at the library or buy a copy form sporty's or a good bookstore...

hope this helps everyone...

165. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 12:07:47 UTC
From: Scott
Topic: 159 Message: 165

Wow, I personally think this is a bit off base. Why wait until a kid is 17 to start lessons? They can solo at 16. I soloed at 16...in the family Cessna 140. My 10 year old daughter flies with me and even though I'm not an instructor, I've been teaching her the basics. She has turned out to be a pretty good navigator as well. She has been up in a glider when we were in Arizona and the instructor commented on how well she does.

As far as the reference to the little girl who crashed and killed all on board a few years back, I place the blame on the instructor for allowing it to get that far. If I recall, the weather conditions were not great and he caved in to pressure to complete the flight on schedule. THAT has killed many a pilot (get home-itis). I never fly into bad weather...it is easier to get a motel room and wait it out...

Just my 2 cents worth...

Scott
Started flying at 15

gmas wrote:

> Well... its kinda not definable... as you have to take into
> consideration weights and day temps, wind, humidity.. surfaces, and
> altitude of the field... etc... so their is really no Vspeed for the 172
> that is defined.. as to short field rotation... and approach speed...
> its the normal, flaps up, down speeds... thus be it grass or hard
> surface... Vr is 55-6 kts...
>
> Of course flaps settings will change speeds due to the setting of
> them... cessna uses a flap that also adds lift to the plane when less
> that 15 deg... but, go past that and they add drag... however, you have
> again a variable... and that is the angle of attack that the plane is
> experiencing at the time.. which figures into the flap L/D/S ratio...
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> Most of the Vspeeds are
>
> Vr 55Kts
> 50 ft obstacle... 56kts over trees etc... and also soft field
> Vx is 60 kts
> Vy is 76 kts
> and your V best Glide... speed is 65Kts
> Va 99Kts
>
> Now normal landing approach speed are 70Kts (ya right... most fly it
> around 80Kts...)

> and if you have to go around its 55Kts... depending on the loading and
> factors. But, that is right on the money kind of flying.. and most
> don't get that good... even ATPs put in cessna 172 don't get that
> good... only test pilots get that good... and then they don't use a
> cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
> been bounced around for how many hours.. and lost its accuracy... .
>
> Now.. one thing I should point out here... as you can see the speeds are
> all within a knot or two of each other... so what most do is hold at or
> above that speed within a few kts... (actually about 1.3 Vso)
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> If you look in the POH you will find the take off and landing data
> listed... which accounts for wind, temp and altitude... and for a design
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> So I wouldn't go dialing in numbers for grass field rotation.. and here
> is why... the planes wing will develop the lift at the speed listed.. be
> it on grass, dirt or paved... so Vr is Vr no matter what you are taking
> off of... and remember its not the ground speed... it is the air speed
> that the wing sees...
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> plane you develop the ability to feel when the plane is ready to fly...
> after all your not a instrument pilot .. yet... so don't dial in numbers
> that you shouldn't be playing with yet... student pilots usually do
> good if they can hold plus or minus 10 kts... on any maneuver...
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> What is more important is to recognize when the wing is going to
> stall... and the feeling, sounds and input sensory of this... About
> all he needs to know right now is the planes stall speed with and
> without flaps... and from their... the rest is above those numbers...
> Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
> those are again reference speeds... the only other one that is
> important is the Vne.. as most students get up around that speed once
> in their lifetime... most never see ideal cruse speed however... but
> again.. the feeling for the plane.. changes... and that is what one
> learns...
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> NOW FOR THE BAD NEWs
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> Its good to know that a 11 year old is learning to fly... but,... we
> don't recommend it... schooling and making models. learning about the
> physics of flight .. fine.. but, he can't get his license till he is old
> enough.. and we have all seen ... to often parents that allow/push their
> kids into flying planes... the last one was a little girl who spun in

> and killed everyone on board... on take off in Co. Flying is not a
> game .. or a toy.. or like computers... you can't hit the reset button
> and get up out of the hole you made... and too many parents think Johnny
> is so great when he is learning to fly at age 7... and while its
> nice... again... if you check the legal issues... and the age limit...
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> doing things that only could be seen in the movies... but, never the
> less... the kid continually disrupted the class.. with his... wild
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> that she thought the kid was traumatized... the nurse agreed and sent
> the kid home... telling the parents that he was so bad that he only
> could keep taking about how scary the flight was... so as to impress the
> others... with his ... achievements... the school sent him home and
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> life... now you know what happened... next to save themselves...
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> Well the parents got a lawyer... and he went and got some quack
> doctor... to certify that the reason
> the kid was this way was because the instructor did it... guess who got
> sued big time... and used to fly a cessna 120... even though he was one
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> save themselves.... heck the defense proved that the little cessna
> could not do half of what the kid said he did... and still the judge
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> So with that in mind... I would never take a person under age on any
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> some of the same suits...
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> I know.. wouldn't... and most advised the parents who said.. oh yes
> we'll sign a consent form... for johnny... ahhhh doesn't fly either...
> you can't sign someone else's rights away... so the court has shown...
> nope.. I would rather see him get his teething on flying by getting into

> RC planes of something else less threating... and when he gets to be 17
> and responsible for his actions... then give him the money to go learn
> how to fly...
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> distracted and hit a airliner or another plane... under age your still
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> Keep the greasy side down... and the pointy side forward...
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> wd9ezk wrote:
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>>speeds. We think we know after talking to several pilots but they
>>were not even sure!
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>>This is what we have.
>>
>>Vrsf 55 for a short field rotation
>>Vsfa 62 for a short field approach
>>Vgld 65 we think its the same as Vg Best Glide speed
>>
>>We would appreciate anyone responding with an answer that they are
>>sure is correct.
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>>Thanks
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>>Yahoo! Groups Links
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> SPONSORED LINKS
> Craft hobby
> <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+suppl
y&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
> Hobby and craft supply
> <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+
craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
> Ham radio
> <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&
w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
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Scott
Check out our latest promotions at...
http://msindustries.tripod.com/
Gotta Fly or Gonna Die

166. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 15:14:34 UTC
From: Daniel Hileman
Topic: 159 Message: 166

Hi Guys,
Well, if anyone wants my 2 cents, it's fine to start flying at 14 or 15, but maybe actual LESSONS at 10 is a little young....unlesssss everyone in invloved realizes that they are gonna spend ALOT of $$$$$$ to get their license, because, they CAN NOT solo till 16 and NO private pilot certificate till 17, so they have to keep spending $$$$$$ till they can solo and take the check-ride. I guess all that dual counts towards TOTAL TIME though, but it's gonna take ALOT of $$$ unless a good friend is a CFI and has a plane and jobs look for PIC time as well as TT.
I have taken a 14 year old on a discovery flight and he did EXTREMELY well, but he's gonna save his nickels and dimes until he's 16 before he starts "official" training because he realizes that he cant get his certificate till he's 17. I think getting involved with a local flying club for youth (if you can find one) is a GREAT idea to learn about flying and be ahead of the game when you do start flying lessons. I started at 14 in a club and washed planes for some dual time. So, I'd say wait a little while on actual lessons but there's nothing wrong with dropping an occasional bit of $$$$ to go up and keep the DREAM ALIVE!!! The flying club kept me out of trouble! Just my opinion!

73,
Daniel N9WX

Scott <acepilot@...> wrote:
Wow, I personally think this is a bit off base. Why wait until a kid is
17 to start lessons? They can solo at 16. I soloed at 16...in the
family Cessna 140. My 10 year old daughter flies with me and even
though I'm not an instructor, I've been teaching her the basics. She
has turned out to be a pretty good navigator as well. She has been up
in a glider when we were in Arizona and the instructor commented on how
well she does.

As far as the reference to the little girl who crashed and killed all on
board a few years back, I place the blame on the instructor for allowing
it to get that far. If I recall, the weather conditions were not great
and he caved in to pressure to complete the flight on schedule. THAT
has killed many a pilot (get home-itis). I never fly into bad
weather...it is easier to get a motel room and wait it out...

Just my 2 cents worth...

Scott
Started flying at 15

gmas wrote:

> Well... its kinda not definable... as you have to take into
> consideration weights and day temps, wind, humidity.. surfaces, and
> altitude of the field... etc... so their is really no Vspeed for the 172
> that is defined.. as to short field rotation... and approach speed...

> its the normal, flaps up, down speeds... thus be it grass or hard
> surface... Vr is 55-6 kts...
>
> Of course flaps settings will change speeds due to the setting of
> them... cessna uses a flap that also adds lift to the plane when less
> that 15 deg... but, go past that and they add drag... however, you have
> again a variable... and that is the angle of attack that the plane is
> experiencing at the time.. which figures into the flap L/D/S ratio...
>
> Most of the Vspeeds are
>
> Vr 55Kts
> 50 ft obstacle... 56kts over trees etc... and also soft field
> Vx is 60 kts
> Vy is 76 kts
> and your V best Glide... speed is 65Kts
> Va 99Kts
>
> Now normal landing approach speed are 70Kts (ya right... most fly it
> around 80Kts...)
> and if you have to go around its 55Kts... depending on the loading and
> factors. But, that is right on the money kind of flying.. and most
> don't get that good... even ATPs put in cessna 172 don't get that
> good... only test pilots get that good... and then they don't use a
> cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
> been bounced around for how many hours.. and lost its accuracy... .
>
> Now.. one thing I should point out here... as you can see the speeds are
> all within a knot or two of each other... so what most do is hold at or
> above that speed within a few kts... (actually about 1.3 Vso)
>
> If you look in the POH you will find the take off and landing data
> listed... which accounts for wind, temp and altitude... and for a design
> weights...
>
> So I wouldn't go dialing in numbers for grass field rotation.. and here
> is why... the planes wing will develop the lift at the speed listed.. be
> it on grass, dirt or paved... so Vr is Vr no matter what you are taking
> off of... and remember its not the ground speed... it is the air speed
> that the wing sees...
>
> Again in the POH you will find a cessna graph.. that shows for what
> weight... and distance it will glide at what speed...
>
> Go by the POH... and then when you get in the plane.. (no two are made
> the same) use the numbers as guidelines.. and/or throw the pages out..
> and come up with your own for that plane.... as when you flying the
> plane you develop the ability to feel when the plane is ready to fly...
> after all your not a instrument pilot .. yet... so don't dial in numbers
> that you shouldn't be playing with yet... student pilots usually do

> good if they can hold plus or minus 10 kts... on any maneuver...
>
> What is more important is to recognize when the wing is going to
> stall... and the feeling, sounds and input sensory of this... About
> all he needs to know right now is the planes stall speed with and
> without flaps... and from their... the rest is above those numbers...
> Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
> those are again reference speeds... the only other one that is
> important is the Vne.. as most students get up around that speed once
> in their lifetime... most never see ideal cruse speed however... but
> again.. the feeling for the plane.. changes... and that is what one
> learns...
>
> NOW FOR THE BAD NEWs
>
> Its good to know that a 11 year old is learning to fly... but,... we
> don't recommend it... schooling and making models. learning about the
> physics of flight .. fine.. but, he can't get his license till he is old
> enough.. and we have all seen ... to often parents that allow/push their
> kids into flying planes... the last one was a little girl who spun in
> and killed everyone on board... on take off in Co. Flying is not a
> game .. or a toy.. or like computers... you can't hit the reset button
> and get up out of the hole you made... and too many parents think Johnny
> is so great when he is learning to fly at age 7... and while its
> nice... again... if you check the legal issues... and the age limit...
> it applies... for a reason... Its nice to be proud of the kids
> accomplishments... however its not a media hipe... social order
> thing... all to often it ends up the parent gets upset because the kid
> got killed.. and now wants to sue the instructor for allowing it...
> atttt not happening... most of the family courts turn it back to the
> parents as child endangerment... now...
>
> I say this to keep the thrill alive... as I had a friend who was a
> instructor... and took on a 10 year old kid... because Johnny wanted to
> learn to fly... you go teach him.. we'll pay... its is his dream.. they
> said... He had a little cessna 120.. that he used to fly... notice I
> say he used to fly... seems after the second lesson the kid went to
> school and bragged about going out and how he was playing top gun...
> doing things that only could be seen in the movies... but, never the
> less... the kid continually disrupted the class.. with his... wild
> flying... the teacher sent the kid to the school nurse ... with a note
> that she thought the kid was traumatized... the nurse agreed and sent
> the kid home... telling the parents that he was so bad that he only
> could keep taking about how scary the flight was... so as to impress the
> others... with his ... achievements... the school sent him home and
> would n't let him come back till after the doctor said he was normal
> again... the school contacted the child abuse people... who then went
> to the parents and hauled them into court.. for endangering their kids
> life... now you know what happened... next to save themselves...
>

> Well the parents got a lawyer... and he went and got some quack
> doctor... to certify that the reason
> the kid was this way was because the instructor did it... guess who got
> sued big time... and used to fly a cessna 120... even though he was one
> of the best instructor around... and never did what the kid bragged at
> school he did... the kid lived a lie... the parents backed him up to
> save themselves.... heck the defense proved that the little cessna
> could not do half of what the kid said he did... and still the judge
> sided with the kid... and awarded the money...
>
> So with that in mind... I would never take a person under age on any
> flight... and I notice that CAP doesn't either after they experienced
> some of the same suits...
>
> I think its great that your son is wanting to learn how to fly... and
> your lucky to find a instructor to take him on... most of the ones that
> I know.. wouldn't... and most advised the parents who said.. oh yes
> we'll sign a consent form... for johnny... ahhhh doesn't fly either...
> you can't sign someone else's rights away... so the court has shown...
> nope.. I would rather see him get his teething on flying by getting into
> RC planes of something else less threating... and when he gets to be 17
> and responsible for his actions... then give him the money to go learn
> how to fly...
>
> As a parent you also want to think about the liability if he got
> distracted and hit a airliner or another plane... under age your still
> responsible... for his actions... that should keep you up at night...
>
> flying is not a game nor a toy... the people who made mistakes are not
> here to tell you about it... however... they are dead... Flying is
> basically risk management... ya lose.. your dead...
>
> sorry to burst your balloon...
>
> Keep the greasy side down... and the pointy side forward...
>
>
>
>
> wd9ezk wrote:
>
>>My eleven year old son,(KC9BLC) is taking flying lessons, and since I
>>am not a pilot I am not much help. He is learning the "V speeds" for
>>a Cessna C-172R and I can not find a definition for the following V
>>speeds. We think we know after talking to several pilots but they
>>were not even sure!
>>
>>This is what we have.
>>
>>Vrsf 55 for a short field rotation

>>Vsfa 62 for a short field approach
>>Vgld 65 we think its the same as Vg Best Glide speed
>>
>>We would appreciate anyone responding with an answer that they are
>>sure is correct.
>>
>>Thanks
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Scott
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YAHOO! GROUPS LINKS

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167. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 15:56:43 UTC
From: Robert Wexelbaum
Topic: 159 Message: 167

I think that young people should be introduced to hobbies that may lead to their future vocation or amusement at as early an age as they want to do so. Ham Radio is a good subject to teach kids at at an early age. I know that there were hams who didn't like novice kids on the ham bands. One was famous for saying "No Lids, kids or space cadets".

I can't agree with that... BUT...IMHO No kid below thje age of 18 should be permitted to fly a real aircraft. An example was the 8 year old girl, whose dad propelled her to fly in a rain storm which proved fatal. In most states young people are not permitted to drive a motor vehicle before they are at the age of legal consent, even with a teacher in the car.

There are risks involved with flying and an eagar child can not use the kind of judgement that an adult has to reson if flying is OK for him or her. If a parent makes that decision for a kid, the parent may be doing so only to satisfy his or her own ego, or to show the world that the parent is affluent enough to do so.
Don't fly your kids just because you can afford to do so. You can however let them learn about flying by computer simulation and by study of the physics involved. Stick to "My dog is bigger than your dog", if you may, but not my kid flew solo before you or your kid did."

73,
Bob W2ILP
----- Original Message -----
From: floridacyclist@...
To: Flying_Hams@yahoogroups.com
Sent: Sunday, March 26, 2006 10:59 PM
Subject: Re: [Flying_Hams] flying is not for .. kids...

In a message dated 3/26/2006 10:55:38 P.M. Eastern Standard Time, gmas@... writes:
So with that in mind... I would never take a person under age on any flight... and I notice that CAP doesn't either after they experienced some of the same suits...
We have orientation flights for cadets of all ages (12 and up), but make no claim that they are flying lessons, merely aerospace education. My 14yo went up 2 times this past Mon and twice more on Wed.

YAHOO! GROUPS LINKS

a.. Visit your group "Flying_Hams" on the web.

b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

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168. Younger pilots

Yahoo group: Flying_Hams
Date: 2006-03-27 17:21:06 UTC
From: gmas@inreach.com
Topic: 152 Message: 168

Nope... I agree.. kids today are much smarter than what we were... and can assumulate a lot of informattion much faster due to computers and games etc...

Taking your son or daughter out flying with you.. is proabable the better way... to share the gift of flight... however, your responsible for the operation of the plane no matter who has their hands on the controls if your PIC.. Navagation, Radio operation ie a lot of simulated crew duties are great for kids that really want to get into aviation.

Now as to flying... well yes their are computer simulations.. but, its not the same as being out their in the real thing... and I think the Germans had it right when they formed Glider schools for the youth to learn at.. Some of the best pilots in the world came through those schools and I think that with a good instructor or even parent... flying a glider and soar plane is proabably the cheapest and best way to be introduced to flying... ToP GUN comes much later... but, all aspects of flying... are taught at the glider school... with the age limit being much younger it gets into competion as well as lots of reconigition of flying...

For the ones that are younger still.. RC models and lots of good books, computer simulations...

Yes I agree that introducing them to a wide range of experances is best... but, as others have said... at 14 it does you no good to go take lessons and pay the big bucks... and then lose your profecency till you get to 16 or 17... a lot of regualar pilots who have licenses don't fly enough... and are just as bad...

However, taking your child flying with you should not be confused with formal flight training... to achieve the license... big difference between the two... in one your shareing.. the other your expecting... profeciency.

What is the defination of a instructor... other than one that has done it.. gotten profecent at it ... and demonstrated that he can express and convey what is needed to fly safely...to another. A lot of students consider them basically as safety pilots who save 'em... Lots of good parents that take others flying... in effect are instructors... just not rated... but, share the experance of flight...

The fact that they are not getting logable time is really not the issue... its the exprances that they get... the exposure and the observing of the PIC 's reactions to situations... that is the best training that they can get and can draw from when it becomes their turn to assume the responsibilities of being PIC...

I am not against kids learning... about.... flying... actually promote it... but, again don't get the two confused... as I have said before.

Ground safety and being around aircraft is also something that I have seen parents lacking in... props are deadly... and they can suck and blow big time... as well as the student pilot may not be conserned once they are in the cockpit... and paying attention to starting the plane... who is around it.. etc... I don't hear the words CLEAR anymore... and if you do.. its almost togeather with the cranking of the engine... if someone were around they would never hear 'em with the headset on... either... grin...

169. Lets put the age of the flyer to bed

Yahoo group: Flying_Hams
Date: 2006-03-27 19:05:51 UTC
From: wd9ezk
Topic: 169 Message: 169

Obviously everyone has an opinion as to how old you need to be. I think you need to know a little more about the individual before you jump off the deep end and say everybody needs to be a specific age. Some people shouldn't be flying at any age. I am over fifty and I don't think you want me taking lessons and flying around up there with you.

I don't even fly and know there is much much more to getting a license than flying the plane. Most pilots say they can have someone flying the plane in ten or twenty hours maybe less. I believe them. Would that be safe? I don't think so. The point is not to fly the plane; it's to learn from the ground up all about flying. During this time you learn much more than just flying. Flying the plane is the fun part.

Learning about weather, engines, specifications, fuel, oil, what makes the plane fly, are just a few of the many things that most young adults don't even think about in today's world. Most are busy playing video games.

Just ask a young adult about weather, what the SAE means on an oil can, or what's the difference between regular and premium gas. Most don't have a clue. You are never too young to start learning. I am sure that an instructor would not risk his own life with someone that is not worthy. Again, I think it depends more on the capabilities of the student and the judgment of the instructor.

The instructions on the visor of my vehicle says children under 12 need to ride in the back seat because the airbag could kill them. My eleven year old "Kid" is 5-10 and 145 lbs. what does age have to do with the airbag killing him? I think people tend to lump people into groups by age because it is easy. I would venture to say if you met my eleven year old, you would think he is at least 16.

Safety is another item that I asked the instructor to stress. I see many old time pilots at the airport doing things that could be done safer. And yes, my son does yell out the window in a very loud voice "CLEAR PROP" before he starts the engine.

Someone mentioned in a post that they washed planes in exchange for "dual" time. I think this is great. My son would love to do this just for the experience. Anyone can learn quite a lot just being around pilots. You know they aren't stupid people. Now days, you don't see many kids allowed to "hang around the airport and help out" because "they might get hurt and someone could get sued".

And if you think I talked him into flying, think again, I am paying the bill. I have to learn all this to help him and I have no intention of ever flying.

If my son keeps up the hard work, maybe someday you will have a QSO with him aboard the International Space Station.

170. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 18:44:45 UTC
From: David Vincent
Topic: 159 Message: 170
Attachments: 1 described; binary payloads are missing from this source WARC

GMAS, obviously you didn't read my post. Item one. My dad taught me.. Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs while flying from the RIGHT SEAT with y dad and NO, I couldn't use those hours Legally. I was just trying to prove a point about getting quite a bit of instruction as well as learning a LOT MORE then any CFI could ever teach me by the time I was READY for othe CFI in order to get my Ticket. YEP, I had to get the required 40 hours as well as all the other things you outlined in your F.A.R. section. I took my check ride at 40 hours by by the way. Yes, the final section about the Instrument rating, I STARTED my training with a CFII the day after I got my PPL. I was already capable of taking the CHECKRIDE that next day as shown to the Designated Examiner. He quized me on several questions about instrument flying and even asked me if I would be willing to do an instrument approach for him AFTER the final section of the PPL Checkride and I did. He said I would have no problem. AND then I had to take the required 40 hours of instruction for my Instrument training.

All I was saying is that if you have a father who is VERY PROFICIENT at flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps has ever had, then you have the opportunity to learn quite a bit.. That was my case.

OH, by the way, if you would like to see a Distinguished career from someone who just about all the military pilots know, Look in WHO's WHO in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what you come up with....

See ya,
Pilot Dave - (the WELL TRAINED SON) Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of gmas
Sent: Sunday, March 26, 2006 11:45 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] flying is not for .. kids...

David... ahhhh are you sure about your posting... are we talking the same here...

* your dad taught you... think you would say something bad about him and not get the snott knocked out of you.. hmmm
* instructor had 400 flight hours... really... hmmmm...

* you took instruction at 16.. you had no real logged flight time .. you rode around with him for 5,000 hrs.. ??? sure you were PIC... ??? Right or left makes no difference...
* you can't count that 5,000 air time.. legally... sorry... even for your next rating... till you get a license... then only does it count if your PIC... or a instructor (who can also claim dual time with a student)
* Ok lets see if we got this right... you got your private license and the next day you got your instrument rating... ahhhhh... you started your inst. training...
* 40 years ago most helo pilots in VN only had a couple hundred hours flying time...
* 40 years ago people took responsibility for their own actions... today... its not their fault... and someone else responsibility.. that didn't teach 'em right... things have changed since the Me/My generation came out...

Here is what is The FAR's ...

You need 50 hours of Pilot In Command cross-country time (defined as a landing at a point more than 50NM from the original point of departure). some cross-country time meeting the IFR cross-country requirements,

You'll need 40 hours of actual or simulated instrument time. This time doesn't have to be with an instructor though, you can use an appropriately rated safety pilot to build this time.

You'll need 15 hours of training from a CFI-I.

You need to complete a dual cross-country flight under IFR.

The details are all in 14 CFR Part 61.65.

Sorry...

But, what does it prove to have a 6 year old learn how to fly... ??? media stunt...gone wrong... parent ego attack... and a unsafe sky... to let them take the controls ... even with a dad... sitting their... and what stress is the kid under that is suddenly placed in a situation... Bang the engine goes... or they hit a bird ... while good old dad is asleep at the switch... it really is child endangerment when they are expected to perform at that age... you can't tell me that a 6 year old or even a 11 year old will know the difference between fun and safety... and I don't think much of the parent who puts their kid in that situation... its not a game up their... I quite frankly would like to see the PIC's license pulled for giving the controls over to such a youngster...

Would you let them drive your car down the freeway... or hand them a loaded gun... and say shoot... hmmmm... didn't think so... heck they can't even reach the rudder pedals and look over the dash at the same time... they.. just too short... unless you make some reallllllyyyyy big

adapter blocks... for 'em... and doesn't that take a 337 form ?? I think I hear the people in the back requesting parachutes .... something about bailing out... :)

learning from your dad is great.. and I respect that..... I think eveyones dad did the same... even if they didn't fly...

Nothing can beat a good instructor... especially ones that have lots of hours ... or military instruction time... but, I don't know any that can live on 20 bux a hour 3 or 4 days a week... Most use flight instructing now a days for a stepping stone to move on into the ATP and commercial airlines... I also find that if a student is good.. he doesn't give up... during the flight right up to the point where I tell 'em nice try... I've got it... and when we get back we go over what was wrong.. so the next time he is able to have the plan in his mind as what to do... and make it happen... If students don't make mistakes.. they aren't learning... and a bad instructor is one that always takes over when things are not working out right... students then depend on the instructor to bail 'em out... on the little things... and I chuckle thinking about some of the students I have had... that really at first I thought should give it up... but, they kept being a pest... hammering away.. and then one day.. I was impressed... as the student became the master... a responsible thinking professional pilot... with confidence and abilities above reproach... grin...

David Vincent wrote:

I dissagree with this post about age. I was able to take my first flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to fly. When I was 12 years old, I was flying instruments and was also introduced to acrobatics. When it came time for me to move to the LEFT SEAT and have an instructor, I was teaching a LOT OF THINGS to the instructor at 17. My father had taught me well and I learned a WHOLE LOT from him. It is very ironic that there are so many instructors out there who only have a few hundred hours and they are teaching. My instructor I had back 40 years ago only had 400 hours. By the time I took my instruction at 16, I had already amassed 5,000 hours of air time with my father. I was able to fly the plane on most flights from the right seat obviously.. BUT, I still kept the air time even though it isn't legal with the FAA. I was only able to start LOGGING LEGAL air time when I got my Private pilots license. I then took my Instrument training the day after I got my Private pilots license as my father had taught me just about everything that you can learn about instruments when I was 13 years old. I was flying complete approaches as well as holding maneuvers etc....

The long story short, if you have a GREAT instructor, one who has MANY 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I think that the number of hours needed to become a CFI, Certified Flight Instructor should be a whole lot more then it is. I was also teaching the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of

before. Again, I got all my training from my father who was a Marine Fighter pilot and wanted to teach all of us well so we didn't get any bad habits and would learn to fly the plane and not let some controller who probably has never flown put us into a mountain because he forgot us or something like that.

For the little 12 year old who is taking flying lessons, you know you can go out and get flight sim 2004 and fly a 172 cessna and set it up for realism, just like you are flying the real thing and you will learn very quickly how to fly it. You just take the lessons offered on the FS2004 and you will be a very good pilot. It has been proven time and time again that you should be able to take your Private Pilot Flight exam by someplace just over 40 hours instead of the usual 60-70 which seems to be the nationwide average.

The above is just my opinion. I have flown over 95 different types of aircraft and am a single, multi- land and Sea, Sailplanes, Gliders, Instrument, Commercial and Type rated in several different jets. I have been flying for over 38 years now and have over 19,000 hours.

SO, I guess to teach a young 6 year old and up how to fly isn't as dangerous as this guy is saying.

Take care and happy flying,
Dave in Coronado, CA

<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of gmas
Sent: Sunday, March 26, 2006 7:55 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] flying is not for .. kids...

Well... its kinda not definable... as you have to take into consideration weights and day temps, wind, humidity.. surfaces, and altitude of the field... etc... so their is really no Vspeed for the 172 that is defined.. as to short field rotation... and approach speed... its the normal, flaps up, down speeds... thus be it grass or hard surface... Vr is 55-6 kts...

Of course flaps settings will change speeds due to the setting of them... cessna uses a flap that also adds lift to the plane when less that 15 deg... but, go past that and they add drag... however, you have again a variable... and that is the angle of attack that the plane is experiencing at the time.. which figures into the flap L/D/S ratio...

Most of the Vspeeds are

Vr 55Kts
50 ft obstacle... 56kts over trees etc... and also soft field
Vx is 60 kts

Vy is 76 kts
and your V best Glide... speed is 65Kts
Va 99Kts

Now normal landing approach speed are 70Kts (ya right... most fly it around 80Kts...)
and if you have to go around its 55Kts... depending on the loading and factors. But, that is right on the money kind of flying.. and most don't get that good... even ATPs put in cessna 172 don't get that good... only test pilots get that good... and then they don't use a cheap $1.298 AS indicator like cessna puts in... on the dash.. that has been bounced around for how many hours.. and lost its accuracy... .

Now.. one thing I should point out here... as you can see the speeds are all within a knot or two of each other... so what most do is hold at or above that speed within a few kts... (actually about 1.3 Vso)

If you look in the POH you will find the take off and landing data listed... which accounts for wind, temp and altitude... and for a design weights...

So I wouldn't go dialing in numbers for grass field rotation.. and here is why... the planes wing will develop the lift at the speed listed.. be it on grass, dirt or paved... so Vr is Vr no matter what you are taking off of... and remember its not the ground speed... it is the air speed that the wing sees...

Again in the POH you will find a cessna graph.. that shows for what weight... and distance it will glide at what speed...

Go by the POH... and then when you get in the plane.. (no two are made the same) use the numbers as guidelines.. and/or throw the pages out.. and come up with your own for that plane.... as when you flying the plane you develop the ability to feel when the plane is ready to fly... after all your not a instrument pilot .. yet... so don't dial in numbers that you shouldn't be playing with yet... student pilots usually do good if they can hold plus or minus 10 kts... on any maneuver...

What is more important is to recognize when the wing is going to stall... and the feeling, sounds and input sensory of this... About all he needs to know right now is the planes stall speed with and without flaps... and from their... the rest is above those numbers... Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as those are again reference speeds... the only other one that is important is the Vne.. as most students get up around that speed once in their lifetime... most never see ideal cruse speed however... but again.. the feeling for the plane.. changes... and that is what one learns...

NOW FOR THE BAD NEWs

Its good to know that a 11 year old is learning to fly... but,... we don't recommend it... schooling and making models. learning about the physics of flight .. fine.. but, he can't get his license till he is old enough.. and we have all seen ... to often parents that allow/push their kids into flying planes... the last one was a little girl who spun in and killed everyone on board... on take off in Co. Flying is not a game .. or a toy.. or like computers... you can't hit the reset button and get up out of the hole you made... and too many parents think Johnny is so great when he is learning to fly at age 7... and while its nice... again... if you check the legal issues... and the age limit... it applies... for a reason... Its nice to be proud of the kids accomplishments... however its not a media hipe... social order thing... all to often it ends up the parent gets upset because the kid got killed.. and now wants to sue the instructor for allowing it... atttt not happening... most of the family courts turn it back to the parents as child endangerment... now...

I say this to keep the thrill alive... as I had a friend who was a instructor... and took on a 10 year old kid... because Johnny wanted to learn to fly... you go teach him.. we'll pay... its is his dream.. they said... He had a little cessna 120.. that he used to fly... notice I say he used to fly... seems after the second lesson the kid went to school and bragged about going out and how he was playing top gun... doing things that only could be seen in the movies... but, never the less... the kid continually disrupted the class.. with his... wild flying... the teacher sent the kid to the school nurse ... with a note that she thought the kid was traumatized... the nurse agreed and sent the kid home... telling the parents that he was so bad that he only could keep taking about how scary the flight was... so as to impress the others... with his ... achievements... the school sent him home and would n't let him come back till after the doctor said he was normal again... the school contacted the child abuse people... who then went to the parents and hauled them into court.. for endangering their kids life... now you know what happened... next to save themselves...

Well the parents got a lawyer... and he went and got some quack doctor... to certify that the reason
the kid was this way was because the instructor did it... guess who got sued big time... and used to fly a cessna 120... even though he was one of the best instructor around... and never did what the kid bragged at school he did... the kid lived a lie... the parents backed him up to save themselves.... heck the defense proved that the little cessna could not do half of what the kid said he did... and still the judge sided with the kid... and awarded the money...

So with that in mind... I would never take a person under age on any flight... and I notice that CAP doesn't either after they experienced some of the same suits...

I think its great that your son is wanting to learn how to fly... and your lucky to find a instructor to take him on... most of the ones that I know.. wouldn't... and most advised the parents who said.. oh yes

we'll sign a consent form... for johnny... ahhhh doesn't fly either... you can't sign someone else's rights away... so the court has shown... nope.. I would rather see him get his teething on flying by getting into RC planes of something else less threating... and when he gets to be 17 and responsible for his actions... then give him the money to go learn how to fly...

As a parent you also want to think about the liability if he got distracted and hit a airliner or another plane... under age your still responsible... for his actions... that should keep you up at night...

flying is not a game nor a toy... the people who made mistakes are not here to tell you about it... however... they are dead... Flying is basically risk management... ya lose.. your dead...

sorry to burst your balloon...

Keep the greasy side down... and the pointy side forward...

wd9ezk wrote:

My eleven year old son,(KC9BLC) is taking flying lessons, and since I

am not a pilot I am not much help. He is learning the "V speeds" for

a Cessna C-172R and I can not find a definition for the following V

speeds. We think we know after talking to several pilots but they

were not even sure!

This is what we have.

Vrsf 55 for a short field rotation

Vsfa 62 for a short field approach

Vgld 65 we think its the same as Vg Best Glide speed

We would appreciate anyone responding with an answer that they are

sure is correct.

Thanks

Yahoo! Groups Links

http://groups.yahoo.com/group/Flying_Hams/

Flying_Hams-unsubscribe@yahoogroups.com

http://docs.yahoo.com/info/terms/

171. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 22:43:26 UTC
From: Scott
Topic: 159 Message: 171

Kids around here start driving at 15 and can get a license at 16. Why is flying different? Both can kill you. I think learning to fly at 15 was good for me. It taught me to respect machinery and what can happen if you don't. Following your logic, I don't think kids should be hams until 18. As hams, they can build radio gear and that might include tube equipment with 1000 Volts inside...surely enough to kill...it all comes down to proper training in my opinion.

Scott
N0EDV

Robert Wexelbaum wrote:

> I think that young people should be introduced to hobbies that may lead
> to their future vocation or amusement at as early an age as they want to
> do so. Ham Radio is a good subject to teach kids at at an early age. I
> know that there were hams who didn't like novice kids on the ham bands.
> One was famous for saying "No Lids, kids or space cadets".
>
> I can't agree with that... BUT...IMHO No kid below thje age of 18 should
> be permitted to fly a real aircraft. An example was the 8 year old
> girl, whose dad propelled her to fly in a rain storm which proved
> fatal. In most states young people are not permitted to drive a motor
> vehicle before they are at the age of legal consent, even with a teacher
> in the car.
>
> There are risks involved with flying and an eagar child can not use the
> kind of judgement that an adult has to reson if flying is OK for him or
> her. If a parent makes that decision for a kid, the parent may be doing
> so only to satisfy his or her own ego, or to show the world that the
> parent is affluent enough to do so.
> Don't fly your kids just because you can afford to do so. You can
> however let them learn about flying by computer simulation and by study
> of the physics involved. Stick to "My dog is bigger than your dog", if
> you may, but not my kid flew solo before you or your kid did."
>
> 73,
> Bob W2ILP
>
> ----- Original Message -----
> From: floridacyclist@... <mailto:floridacyclist@...>
> To: Flying_Hams@yahoogroups.com <mailto:Flying_Hams@yahoogroups.com>
> Sent: Sunday, March 26, 2006 10:59 PM
> Subject: Re: [Flying_Hams] flying is not for .. kids...
>
> In a message dated 3/26/2006 10:55:38 P.M. Eastern Standard Time,

> gmas@... <mailto:gmas@...> writes:
>
> So with that in mind... I would never take a person under age on
> any flight... and I notice that CAP doesn't either after they
> experienced some of the same suits...
>
> We have orientation flights for cadets of all ages (12 and up), but
> make no claim that they are flying lessons, merely aerospace
> education. My 14yo went up 2 times this past Mon and twice more on Wed.
>
> ---
> YAHOO! GROUPS LINKS
>
> * Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
>
> * To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
>
> * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
> Service <http://docs.yahoo.com/info/terms/>.
>
>
> ---
>

--
Scott
Check out our latest promotions at...
http://msindustries.tripod.com/
Gotta Fly or Gonna Die

172. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 23:00:00 UTC
From: gmas@inreach.com
Topic: 159 Message: 172

Yes I did read your post... thanks... and my comment was that you surly would disagree with your dad and his instructions... and he being one of those USMC type one each... would probably have knocked the snott out of you twice... once for back taking to him and not doing what he said.. and the second time for making sure you remember the first time.....

Well clearly us others... that have over 20,000 hrs flying with a majority of the time in instructing...and came from the USAF... Ya...we delivered the Jar heads so they can say they are first in... (gee wonder how they got their...FM?...) we just can't hold a candle to your instruction you got... some of us had to do it the hard way... on our own... that and a good book with ma nature and the school of hard knocks.. (flying at 15 was illegal as heck but, hey we were up to the challenge ... after all the desert was big place with lots of room to fly in... and no one was out their... except jack rabbits... and snakes... and yes we flew for two years without a license till we got busted... then we had to do it the right way... and the adventure contenued... but, by then we had lots of practice patching up the plane and ourself...(bunch of broken parts on both) and our natural ability to fly...got better... why we didn't get killed... must be the 9 lives pilots have... I know I used at least 6 of 'em learning)
... but, then again neither did curtis, yegar and some of the others that went on to be outstanding aviators... (yes I know him well) How many different kinds of planes have I flown...in my 40 some years... ahhhh... lost track... but a lot of 'em... more than you can count on both your fingers and toes...twice... for sure... but, I still have a soft spot for that old champ... with the old 2 cycle drone engine for power... (what regulations... we knew one end of a wrech from the other... besides... had lots of wooden surplus props that were sold for clocks... that still worked great... just never told anyone... grin...

In the old days the check rides were with the FAA people... (they really impressed the heck out of me... when I went for my license... scared stiff but, flew well)... then they changed to the DCRI's ... and he went out with you to do some work.. if he thought you were a nice guy and knew what you were talking about.. (My last check ride lasted less than 20 min as we came back and he signed it off) did a good takeoff and landing... he signed you off... NOT TODAY... now they have to go out and check everything off that you did it in the check ride book...

Again you didn't get my point on logging time.. .you don't have 5000 hrs of logable time before you got your license... it doesn't count... you were a pax in the plane legally... your father who was PIC did... when you got your Student license... from the Doc... then the clock started... so in reality you have less than 15,000 if your counting the 5K you had before that moment in time... sorry...

It would be like me saying I got time this last week when I flew on United to the east... setting in the back of the 777... ya I logged 22 hours.. where is my book... attt wrong answer... I rode in the airplane for 22 hours... same as yours...

My point being.. Yes I agree that you can get some very good experiance... and exposure to flying by riding around with anyone.. if your alert and paying attention... and his showing you the ropes so to speak... were educational... but, other than that...

sorry... I don't even agree with you about the USMC being the best pilot thing... for that branch of the service... ahhh USAF rules... grin... you know I had to say that... about the only other branch that comes close is NAVY... but, then again they consistantly hold 2nd place... and you guys... well 4th isn't bad... least your in the top 5 contenders... :) grin...

Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see the blue angels and the thunderbirds... nope no J's flying sorry... WohoooHaaa..

:) :) :)

* GMAS, obviously you didn't read my post. Item one. My dad taught me..
* Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs
* while flying from the RIGHT SEAT with y dad and NO, I couldn't use those
* hours Legally. I was just trying to prove a point about getting quite a
* bit of instruction as well as learning a LOT MORE then any CFI could
* ever teach me by the time I was READY for othe CFI in order to get my
* Ticket. YEP, I had to get the required 40 hours as well as all the
* other things you outlined in your F.A.R. section. I took my check ride
* at 40 hours by by the way. Yes, the final section about the Instrument
* rating, I STARTED my training with a CFII the day after I got my PPL. I
* was already capable of taking the CHECKRIDE that next day as shown to
* the Designated Examiner. He quized me on several questions about
* instrument flying and even asked me if I would be willing to do an
* instrument approach for him AFTER the final section of the PPL Checkride
* and I did. He said I would have no problem. AND then I had to take the
* required 40 hours of instruction for my Instrument training.
*
* All I was saying is that if you have a father who is VERY PROFICIENT at
* flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* has ever had, then you have the opportunity to learn quite a bit.. That
* was my case.
*
* OH, by the way, if you would like to see a Distinguished career from
* someone who just about all the military pilots know, Look in WHO's WHO
* in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* you come up with....
*

* See ya,
* Pilot Dave - (the WELL TRAINED SON) Coronado
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 11:45 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* David... ahhhh are you sure about your posting... are we talking the
* same here...
*
* * your dad taught you... think you would say something bad about him and
* not get the snott knocked out of you.. hmmm
* * instructor had 400 flight hours... really... hmmmm...
* * you took instruction at 16.. you had no real logged flight time .. you
* rode around with him for 5,000 hrs.. ??? sure you were PIC... ???
* Right or left makes no difference...
* * you can't count that 5,000 air time.. legally... sorry... even for
* your next rating... till you get a license... then only does it count if
* your PIC... or a instructor (who can also claim dual time with a
* student)
* * Ok lets see if we got this right... you got your private license and
* the next day you got your instrument rating... ahhhhh... you started
* your inst. training...
* * 40 years ago most helo pilots in VN only had a couple hundred hours
* flying time...
* * 40 years ago people took responsibility for their own actions...
* today... its not their fault... and someone else responsibility.. that
* didn't teach 'em right... things have changed since the Me/My
* generation came out...
*
*
*
* Here is what is The FAR's ...
*
*
*
* You need 50 hours of Pilot In Command cross-country time (defined as a
* landing at a point more than 50NM from the original point of departure).
* some cross-country time meeting the IFR cross-country requirements,
*
* You'll need 40 hours of actual or simulated instrument time. This time
* doesn't have to be with an instructor though, you can use an
* appropriately rated safety pilot to build this time.
*
* You'll need 15 hours of training from a CFI-I.
*

* You need to complete a dual cross-country flight under IFR.
*
* The details are all in 14 CFR Part 61.65.
*
*
* Sorry...
*
*
* But, what does it prove to have a 6 year old learn how to fly... ???
* media stunt...gone wrong... parent ego attack... and a unsafe sky... to
* let them take the controls ... even with a dad... sitting their... and
* what stress is the kid under that is suddenly placed in a situation...
* Bang the engine goes... or they hit a bird ... while good old dad is
* asleep at the switch... it really is child endangerment when they are
* expected to perform at that age... you can't tell me that a 6 year old
* or even a 11 year old will know the difference between fun and safety...
* and I don't think much of the parent who puts their kid in that
* situation... its not a game up their... I quite frankly would like to
* see the PIC's license pulled for giving the controls over to such a
* youngster...
*
*
* Would you let them drive your car down the freeway... or hand them a
* loaded gun... and say shoot... hmmmm... didn't think so... heck they
* can't even reach the rudder pedals and look over the dash at the same
* time... they.. just too short... unless you make some reallllllyyyyy big
* adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* think I hear the people in the back requesting parachutes ....
* something about bailing out... :)
*
*
* learning from your dad is great.. and I respect that..... I think
* eveyones dad did the same... even if they didn't fly...
*
*
* Nothing can beat a good instructor... especially ones that have lots of
* hours ... or military instruction time... but, I don't know any that can
* live on 20 bux a hour 3 or 4 days a week... Most use flight instructing
* now a days for a stepping stone to move on into the ATP and commercial
* airlines... I also find that if a student is good.. he doesn't give
* up... during the flight right up to the point where I tell 'em nice
* try... I've got it... and when we get back we go over what was wrong..
* so the next time he is able to have the plan in his mind as what to
* do... and make it happen... If students don't make mistakes.. they
* aren't learning... and a bad instructor is one that always takes over
* when things are not working out right... students then depend on the
* instructor to bail 'em out... on the little things... and I chuckle
* thinking about some of the students I have had... that really at first I
* thought should give it up... but, they kept being a pest... hammering
* away.. and then one day.. I was impressed... as the student became the

* master... a responsible thinking professional pilot... with confidence
* and abilities above reproach... grin...
*
*
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*
*
* David Vincent wrote:
*
*
*
* I dissagree with this post about age. I was able to take my first
* flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to
* fly. When I was 12 years old, I was flying instruments and was also
* introduced to acrobatics. When it came time for me to move to the LEFT
* SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* instructor at 17. My father had taught me well and I learned a WHOLE
* LOT from him. It is very ironic that there are so many instructors out
* there who only have a few hundred hours and they are teaching. My
* instructor I had back 40 years ago only had 400 hours. By the time I
* took my instruction at 16, I had already amassed 5,000 hours of air time
* with my father. I was able to fly the plane on most flights from the
* right seat obviously.. BUT, I still kept the air time even though it
* isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* time when I got my Private pilots license. I then took my Instrument
* training the day after I got my Private pilots license as my father had
* taught me just about everything that you can learn about instruments
* when I was 13 years old. I was flying complete approaches as well as
* holding maneuvers etc....
*
* The long story short, if you have a GREAT instructor, one who has MANY
* 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I
* think that the number of hours needed to become a CFI, Certified Flight
* Instructor should be a whole lot more then it is. I was also teaching
* the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* before. Again, I got all my training from my father who was a Marine
* Fighter pilot and wanted to teach all of us well so we didn't get any
* bad habits and would learn to fly the plane and not let some controller
* who probably has never flown put us into a mountain because he forgot us
* or something like that.
*
* For the little 12 year old who is taking flying lessons, you know you
* can go out and get flight sim 2004 and fly a 172 cessna and set it up
* for realism, just like you are flying the real thing and you will learn
* very quickly how to fly it. You just take the lessons offered on the

* FS2004 and you will be a very good pilot. It has been proven time and
* time again that you should be able to take your Private Pilot Flight
* exam by someplace just over 40 hours instead of the usual 60-70 which
* seems to be the nationwide average.
*
* The above is just my opinion. I have flown over 95 different types of
* aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* Instrument, Commercial and Type rated in several different jets. I have
* been flying for over 38 years now and have over 19,000 hours.
*
* SO, I guess to teach a young 6 year old and up how to fly isn't as
* dangerous as this guy is saying.
*
* Take care and happy flying,
* Dave in Coronado, CA
*
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 7:55 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
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*
* Well... its kinda not definable... as you have to take into
* consideration weights and day temps, wind, humidity.. surfaces, and
* altitude of the field... etc... so their is really no Vspeed for the 172
* that is defined.. as to short field rotation... and approach speed...
* its the normal, flaps up, down speeds... thus be it grass or hard
* surface... Vr is 55-6 kts...
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* Of course flaps settings will change speeds due to the setting of
* them... cessna uses a flap that also adds lift to the plane when less
* that 15 deg... but, go past that and they add drag... however, you have
* again a variable... and that is the angle of attack that the plane is
* experiencing at the time.. which figures into the flap L/D/S ratio...
*
* Most of the Vspeeds are
*
* Vr 55Kts
* 50 ft obstacle... 56kts over trees etc... and also soft field
* Vx is 60 kts
* Vy is 76 kts
* and your V best Glide... speed is 65Kts
* Va 99Kts
*
* Now normal landing approach speed are 70Kts (ya right... most fly it

* around 80Kts...)
* and if you have to go around its 55Kts... depending on the loading and
* factors. But, that is right on the money kind of flying.. and most
* don't get that good... even ATPs put in cessna 172 don't get that
* good... only test pilots get that good... and then they don't use a
* cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
* been bounced around for how many hours.. and lost its accuracy... .
*
* Now.. one thing I should point out here... as you can see the speeds are
* all within a knot or two of each other... so what most do is hold at or
* above that speed within a few kts... (actually about 1.3 Vso)
*
* If you look in the POH you will find the take off and landing data
* listed... which accounts for wind, temp and altitude... and for a design
* weights...
*
* So I wouldn't go dialing in numbers for grass field rotation.. and here
* is why... the planes wing will develop the lift at the speed listed.. be
* it on grass, dirt or paved... so Vr is Vr no matter what you are taking
* off of... and remember its not the ground speed... it is the air speed
* that the wing sees...
*
* Again in the POH you will find a cessna graph.. that shows for what
* weight... and distance it will glide at what speed...
*
* Go by the POH... and then when you get in the plane.. (no two are made
* the same) use the numbers as guidelines.. and/or throw the pages out..
* and come up with your own for that plane.... as when you flying the
* plane you develop the ability to feel when the plane is ready to fly...
* after all your not a instrument pilot .. yet... so don't dial in numbers
* that you shouldn't be playing with yet... student pilots usually do
* good if they can hold plus or minus 10 kts... on any maneuver...
*
* What is more important is to recognize when the wing is going to
* stall... and the feeling, sounds and input sensory of this... About
* all he needs to know right now is the planes stall speed with and
* without flaps... and from their... the rest is above those numbers...
* Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* those are again reference speeds... the only other one that is
* important is the Vne.. as most students get up around that speed once
* in their lifetime... most never see ideal cruse speed however... but
* again.. the feeling for the plane.. changes... and that is what one
* learns...
*
* NOW FOR THE BAD NEWs
*
* Its good to know that a 11 year old is learning to fly... but,... we
* don't recommend it... schooling and making models. learning about the
* physics of flight .. fine.. but, he can't get his license till he is old
* enough.. and we have all seen ... to often parents that allow/push their

* kids into flying planes... the last one was a little girl who spun in
* and killed everyone on board... on take off in Co. Flying is not a
* game .. or a toy.. or like computers... you can't hit the reset button
* and get up out of the hole you made... and too many parents think Johnny
* is so great when he is learning to fly at age 7... and while its
* nice... again... if you check the legal issues... and the age limit...
* it applies... for a reason... Its nice to be proud of the kids
* accomplishments... however its not a media hipe... social order thing...
* all to often it ends up the parent gets upset because the kid got
* killed.. and now wants to sue the instructor for allowing it... atttt
* not happening... most of the family courts turn it back to the parents
* as child endangerment... now...
*
* I say this to keep the thrill alive... as I had a friend who was a
* instructor... and took on a 10 year old kid... because Johnny wanted to
* learn to fly... you go teach him.. we'll pay... its is his dream.. they
* said... He had a little cessna 120.. that he used to fly... notice I
* say he used to fly... seems after the second lesson the kid went to
* school and bragged about going out and how he was playing top gun...
* doing things that only could be seen in the movies... but, never the
* less... the kid continually disrupted the class.. with his... wild
* flying... the teacher sent the kid to the school nurse ... with a note
* that she thought the kid was traumatized... the nurse agreed and sent
* the kid home... telling the parents that he was so bad that he only
* could keep taking about how scary the flight was... so as to impress the
* others... with his ... achievements... the school sent him home and
* would n't let him come back till after the doctor said he was normal
* again... the school contacted the child abuse people... who then went
* to the parents and hauled them into court.. for endangering their kids
* life... now you know what happened... next to save themselves...
*
* Well the parents got a lawyer... and he went and got some quack
* doctor... to certify that the reason
* the kid was this way was because the instructor did it... guess who got
* sued big time... and used to fly a cessna 120... even though he was one
* of the best instructor around... and never did what the kid bragged at
* school he did... the kid lived a lie... the parents backed him up to
* save themselves.... heck the defense proved that the little cessna
* could not do half of what the kid said he did... and still the judge
* sided with the kid... and awarded the money...
*
* So with that in mind... I would never take a person under age on any
* flight... and I notice that CAP doesn't either after they experienced
* some of the same suits...
*
* I think its great that your son is wanting to learn how to fly... and
* your lucky to find a instructor to take him on... most of the ones that
* I know.. wouldn't... and most advised the parents who said.. oh yes
* we'll sign a consent form... for johnny... ahhhh doesn't fly either...
* you can't sign someone else's rights away... so the court has shown...

* nope.. I would rather see him get his teething on flying by getting into
* RC planes of something else less threating... and when he gets to be 17
* and responsible for his actions... then give him the money to go learn
* how to fly...
*
* As a parent you also want to think about the liability if he got
* distracted and hit a airliner or another plane... under age your still
* responsible... for his actions... that should keep you up at night...
*
* flying is not a game nor a toy... the people who made mistakes are not
* here to tell you about it... however... they are dead... Flying is
* basically risk management... ya lose.. your dead...
*
* sorry to burst your balloon...
*
* Keep the greasy side down... and the pointy side forward...
*
*
*
*
* wd9ezk wrote:
*
*
* My eleven year old son,(KC9BLC) is taking flying lessons, and since I
*
* am not a pilot I am not much help. He is learning the "V speeds" for
*
* a Cessna C-172R and I can not find a definition for the following V
*
* speeds. We think we know after talking to several pilots but they
*
* were not even sure!
*
*
*
* This is what we have.
*
*
*
* Vrsf 55 for a short field rotation
*
* Vsfa 62 for a short field approach
*
* Vgld 65 we think its the same as Vg Best Glide speed
*
*
*
* We would appreciate anyone responding with an answer that they are
*
* sure is correct.

*
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* Thanks
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* Yahoo! Groups Links
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*
* http://groups.yahoo.com/group/Flying_Hams/
*
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*
* Flying_Hams-unsubscribe@yahoogroups.com
*
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* http://docs.yahoo.com/info/terms/
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173. Re: [Flying_Hams] Lets put the age of the flyer to bed

Yahoo group: Flying_Hams
Date: 2006-03-27 23:03:01 UTC
From: Scott
Topic: 169 Message: 173

Amen. Well stated, and I AGREE.

Good luck to your son. It looks like he is a rarity these days and
actually has a goal other than playing on the computer or watching TV.

Scott
N0EDV

wd9ezk wrote:

> Obviously everyone has an opinion as to how old you need to be. I
> think you need to know a little more about the individual before you
> jump off the deep end and say everybody needs to be a specific age.
> Some people shouldn't be flying at any age. I am over fifty and I
> don't think you want me taking lessons and flying around up there
> with you.
>
> I don't even fly and know there is much much more to getting a
> license than flying the plane. Most pilots say they can have
> someone flying the plane in ten or twenty hours maybe less. I
> believe them. Would that be safe? I don't think so. The point is
> not to fly the plane; it's to learn from the ground up all about
> flying. During this time you learn much more than just flying.
> Flying the plane is the fun part.
>
> Learning about weather, engines, specifications, fuel, oil, what
> makes the plane fly, are just a few of the many things that most
> young adults don't even think about in today's world. Most are busy
> playing video games.
>
> Just ask a young adult about weather, what the SAE means on an oil
> can, or what's the difference between regular and premium gas. Most
> don't have a clue. You are never too young to start learning. I am
> sure that an instructor would not risk his own life with someone
> that is not worthy. Again, I think it depends more on the
> capabilities of the student and the judgment of the instructor.
>
> The instructions on the visor of my vehicle says children under 12
> need to ride in the back seat because the airbag could kill them.
> My eleven year old "Kid" is 5-10 and 145 lbs. what does age have to
> do with the airbag killing him? I think people tend to lump people
> into groups by age because it is easy. I would venture to say if
> you met my eleven year old, you would think he is at least 16.
>
> Safety is another item that I asked the instructor to stress. I see
> many old time pilots at the airport doing things that could be done

> safer. And yes, my son does yell out the window in a very loud
> voice "CLEAR PROP" before he starts the engine.
>
> Someone mentioned in a post that they washed planes in exchange
> for "dual" time. I think this is great. My son would love to do
> this just for the experience. Anyone can learn quite a lot just
> being around pilots. You know they aren't stupid people. Now days,
> you don't see many kids allowed to "hang around the airport and help
> out" because "they might get hurt and someone could get sued".
>
> And if you think I talked him into flying, think again, I am paying
> the bill. I have to learn all this to help him and I have no
> intention of ever flying.
>
> If my son keeps up the hard work, maybe someday you will have a QSO
> with him aboard the International Space Station.
>
>
>
>
>
>
>
> ---
> YAHOO! GROUPS LINKS
>
> * Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
>
> * To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
>
> * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
> Service <http://docs.yahoo.com/info/terms/>.
>
>
> ---
>

--
Scott
Check out our latest promotions at...
http://msindustries.tripod.com/
Gotta Fly or Gonna Die

174. Re: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-27 23:07:39 UTC
From: gmas@inreach.com
Topic: 159 Message: 174

YOu mean you wern't supposed to use your finger for a plate volt meter... darn... they used to glow that pretty shade of blue too...

15, 16, 17... all good years... its the ones that we originally started out with in this web... that were 6-11 that I think is just a little too young... I know I started at 15... and havn't stopped since... its a addiction that you can't get rid of...

today... hams are 6 and 7 years old... with plug and play.. and the new test... tell me that they know what a tube is... or what 1000 volt can do... most tha get extra class licenses that are in this age group don't know what a voltmeter is ... let alone own one... grin... Build radio gear... Hmmmmm... now you know the real reason that heathkit quit selling linear amps... :) too many so called new hams were not lasting too long after they built 'em... and were checking the temp of the plate cap cooling... :)

* Kids around here start driving at 15 and can get a license at 16. Why
* is flying different? Both can kill you. I think learning to fly at 15
* was good for me. It taught me to respect machinery and what can happen
* if you don't. Following your logic, I don't think kids should be hams
* until 18. As hams, they can build radio gear and that might include
* tube equipment with 1000 Volts inside...surely enough to kill...it all
* comes down to proper training in my opinion.
*
* Scott
* N0EDV
*
*
* Robert Wexelbaum wrote:
*
*> I think that young people should be introduced to hobbies that may lead
*> to their future vocation or amusement at as early an age as they want to
*> do so. Ham Radio is a good subject to teach kids at at an early age. I
*> know that there were hams who didn't like novice kids on the ham bands.
*> One was famous for saying "No Lids, kids or space cadets".
*>
*> I can't agree with that... BUT...IMHO No kid below thje age of 18 should
*> be permitted to fly a real aircraft. An example was the 8 year old
*> girl, whose dad propelled her to fly in a rain storm which proved
*> fatal. In most states young people are not permitted to drive a motor
*> vehicle before they are at the age of legal consent, even with a teacher
*> in the car.
*>
*> There are risks involved with flying and an eagar child can not use the
*> kind of judgement that an adult has to reson if flying is OK for him or

*> her. If a parent makes that decision for a kid, the parent may be doing
*> so only to satisfy his or her own ego, or to show the world that the
*> parent is affluent enough to do so.
*> Don't fly your kids just because you can afford to do so. You can
*> however let them learn about flying by computer simulation and by study
*> of the physics involved. Stick to "My dog is bigger than your dog", if
*> you may, but not my kid flew solo before you or your kid did."
*>
*> 73,
*> Bob W2ILP
*>
*> ----- Original Message -----
*> From: floridacyclist@... <mailto:floridacyclist@...>
*> To: Flying_Hams@yahoogroups.com <mailto:Flying_Hams@yahoogroups.com>
*> Sent: Sunday, March 26, 2006 10:59 PM
*> Subject: Re: [Flying_Hams] flying is not for .. kids...
*>
*> In a message dated 3/26/2006 10:55:38 P.M. Eastern Standard Time,
*> gmas@... <mailto:gmas@...> writes:
*>
*> So with that in mind... I would never take a person under age on
*> any flight... and I notice that CAP doesn't either after they
*> experienced some of the same suits...
*>
*> We have orientation flights for cadets of all ages (12 and up), but
*> make no claim that they are flying lessons, merely aerospace
*> education. My 14yo went up 2 times this past Mon and twice more on
*> Wed.
*>
*>
----
*> YAHOO! GROUPS LINKS
*>
*> * Visit your group "Flying_Hams
*> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
*>
*> * To unsubscribe from this group, send an email to:
*> Flying_Hams-unsubscribe@yahoogroups.com
*>
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
*>
*> * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
*> Service <http://docs.yahoo.com/info/terms/>.
*>
*>
*>
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*>
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* --

* Scott
* Check out our latest promotions at...
* http://msindustries.tripod.com/
* Gotta Fly or Gonna Die
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* Yahoo! Groups Links
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176. BIO

Yahoo group: Flying_Hams
Date: 2006-03-28 00:36:43 UTC
From: mike10ec@aol.com
Topic: 176 Message: 176

Greetings,

Just wanted to drop a short bio to the group.

I am KB4FLY and am an amateur extra. I got my Novice in 1975 and let it expire then recertified a few years back, upgraded and here I am.

I am a commercial single and multi engine instrument rated pilot as well as an airframe and powerplant mechanic. I have been 'fixin' planes for over 27 years and flying since 1988.

I am ALSO an advanced and instrument ground instructor and an FAA GOLD SEAL Flight instructor. Single and Multi Engine as well as instrument.

I fly in the most highly defended airspace in the not so free world anymore the Washington DC ADIZ. I have been a flight instructor since October 1992 and have flown over 50 different types of aircraft up to and including the F-16 and the G1000 equipped aircraft that are now penetrating the airspace.

I work as a field service engineer for an aircraft manufacturer and spend alot of time doing engineering work as well as travelling to various airports to assist in the modification and repair of sick flying things.

With a masters degree in safety I have spent quite a large number of hours working to classify and endure that dangerous goods are properly declared and packaged for air transport.

I look forward to reading the comments and dialog from this group and perhaps having an eyeball QSO at an airport near you, or just chat on 40 meters sometime soon.

73

Mike
KB4FLY

177. Plea for mercy!

Yahoo group: Flying_Hams
Date: 2006-03-28 03:24:20 UTC
From: Stu Bryant
Topic: 177 Message: 177

Folks, I beg of you, PLEASE when you reply could you at least edit down the previous posts to where only a relevent couple of sentences remain? I'm getting cramps in my finger from scrolling so much! (hyperbole intended) Makes for MUCH easier reading when we don't have to view a long bunch of repetition added to the new post.

Just my 2 cent suggestion.

Stu KD6NEM

178. Re: Younger pilots

Yahoo group: Flying_Hams
Date: 2006-03-28 05:12:32 UTC
From: Stu Bryant
Topic: 152 Message: 178

Well, yes and no to this notion that kids are smarter today. They ARE more familiar with technology like computers, and a few are at least equal in math & science. But does this truly equate to smarter, whatever measure you want to choose for that? There is a major difference between handling a large volume of facts & actually having the wisdom to know what to do with that info. They are not more literate, can't spell any better (worse actually), they don't know as much (as a rule) about civics, geography, language, and a host of other subjects. They generally tend to follow rote formulas rather than think through difficult problem solving. They often fail to see the consequenses of their actions. They tend to be exceptionally good at rationalizing their behaviors. And they are certainly not more responsible, on the whole. They are more street wise and know much more about subjects once considered too mature for those not yet old enough to drive. I fail to see how any of this technology alone would prepare a kid to deal with the realities of life. I have worked with youth for 20 years, the last 4 full time in an educational setting. They have challenges to face that we'd never have dreamed of, and in many cases we are still not aware of. In many ways their world provides more for them materially but at the same time is much less kind to them. These kids today are so similar to us and yet so very different. But not necessarily any smarter. Understand that I'm not saying that all these kids are not good kids, a few aren't but many are great kids. There are some exceptional ones out there for sure, but none that I would put behind a control yoke at a very young age.

All else aside there still remains a huge difference between the average 11 year old and the average 15 year old developmentally. Every parent would like to think their kid is years ahead of others their age. Guess what? they aren't! Maybe some even are in some areas, but enough to trust an 11 year old with a multi-hundred thousand dollar instrument which if operated out of the normal envelope in any one of many parameters can and will mercilessly destroy itself, its occupants, and anyone or anything who might be in its path? I was a member of a club which lost a twin by a teen who talked his utterly stupid parents into going for a joyride. He stole the plane and soon discovered that whatever he had read about regarding torque & p-factor (& maybe adverse yaw from asymmetric thrust) was not enough to keep them alive. Tragic & stupid. They flew into a steel hangar. I'm OK with a MATURE 15 year old flying a relatively simple low performance airplane. (I didn't trust myself with anything more than a C-182 when I was current; I'm sure not going to trust a wide-eyed teen who thinks he is invincible with a 200+ mph retractable!) A parent of an 11 year old had better be planning on spending a real fortune on instructors & rentals to keep the kid proficient until he is eligible to take their

flight exam. Why not just wait until at least 15? Or would you prefer to just have him go through training twice with a few years off in between? Until then there are great flight sims one can play at home, some really terrific rental simulators in some cities (makes a great dad/kid outing!), RC models, etc. Everything else aside, it would make better economic sense. I can only make the call for my kids, but mine won't be flying until they can work for their lessons like I did. (They do still have line boys at some airports, don't they?) Really made me appreciate what I was getting. And the experience of working around all the pilots and aircraft is something I wouldn't trade for anything. Another thing I wouldn't trade is seeing the remains of an airplane a buddy wrecked. The 150 was but a heap of aluminum foil- miraculously he and his girlfriend had only relatively minor injuries. There was no cockpit left to crawl out of when I saw it. As a civilian pilot I've know about 12 or 13 who were for the most part more skilled than I who bought it in airplanes & didn't live to tell the story. Flying really is serious business. Not merely just another after school activity!

Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, gmas@... wrote:
>
> Nope... I agree.. kids today are much smarter than what we were... and can
> assumulate a lot of informattion much faster due to computers and games
> etc...
>
<snip>

179. Todays Net.....will be listening

Yahoo group: Flying_Hams
Date: 2006-03-28 15:10:33 UTC
From: wb0qqt
Topic: 179 Message: 179

The last I'd read here, there is to be the start of the "Flying Hams" net this afternoon. I'll be listening on 14.342.5 at 2130Z from here in Lincoln, Nebr. Looking forward to it.

Short bio.....Age 58 and am a retired aircraft mechanic from the local Air National Guard. Worked on RF-4C's and KC-135R's for 30 years. Not a real pilot but have been flying Microsofts Flight Simulators for years and enjoy it tremendously. Most memorable rides were in an F-4 and nose gunner position on a B-17. And then there was the clipped wing Cub ! Ahhhh the memories ! ! Ha! Still enjoy aviation.

Do you want a current ATIS report when we check in to the net ???
Just kidding !

Steve/WBØQQT

180. WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 16:16:29 UTC
From: Ray Albarelli
Topic: 180 Message: 180

Hey Everyone,

I passed my tech exam on the 18th, and the FCC posted my call sign yesterday! WOO HOO!

I'm now KC9JBM

http://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732

Ray

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

181. Re: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 16:24:23 UTC
From: Krishna Prasad
Topic: 180 Message: 181
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

182. RE: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 16:46:07 UTC
From: Mark@n6ea.com
Topic: 180 Message: 182

Give HYPERLINK
"http://www.qrz.com/p/testing.pl"http://www.qrz.com/p/testing.pl a try.
When you get to 80-85% practicing you'll pass with no problem.

Mark N6EA

-----Original Message-----
From: Krishna Prasad [mailto:rkrishp99@...]
Sent: Tuesday, March 28, 2006 8:24 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] WOO HOO!

Hello Ray,

Please guide me with tips how to prepare for the tech exams I am looking
to take the exams on April 1st and I am at Cincinnati OH.

thanks

Krishna

On 3/28/06, Ray Albarelli <HYPERLINK
"mailto:roadsideray@..."roadsideray@yahoo.com> wrote:

Hey Everyone,

I passed my tech exam on the 18th, and the FCC posted my call sign
yesterday! WOO HOO!

I'm now KC9JBM

HYPERLINK
"http://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732"
\nhttp://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732

Ray

_____

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. HYPERLINK
"http://us.rd.yahoo.com/mail_us/taglines/postman7/*http://us.rd.yahoo.co
m/evt=39666/*http://beta.messenger.yahoo.com" \nGreat rates starting at
1¢/min.

SPONSORED LINKS
HYPERLINK
"http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg"
\nCraft hobby HYPERLINK

"http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA" \nHobby and craft supply HYPERLINK
"http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA" \nHam
radio

_____

YAHOO! GROUPS LINKS

* Visit your group "HYPERLINK
"http://groups.yahoo.com/group/Flying_Hams" \nFlying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK
"mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe" \n
Flying_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK
"http://docs.yahoo.com/info/terms/" \nYahoo! Terms of Service.

_____

--
Krishna Prasad

. Yad yad aacarati sreshtah, tad tad eva itaro janah. As the Gita puts
it, consistency of purpose and a spirit of dedication and, if necessary,
sacrifice, should characterize the new spirit.
We Must
THE CULTURED GIVES HAPPINESS WHEREVER THEY GO, THE UN-CULTURED WHENEVER
THEY GO!
- Swami Chinmayanada

SPONSORED LINKS
HYPERLINK
"http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg"Craf
t hobby HYPERLINK
"http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA"Hobby and craft supply HYPERLINK
"http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA"Ham
radio

_____

YAHOO! GROUPS LINKS

* Visit your group "HYPERLINK
"http://groups.yahoo.com/group/Flying_Hams"Flying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK
"mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe"Flyi
ng_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK
"http://docs.yahoo.com/info/terms/"Yahoo! Terms of Service.

_____

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

183. Re: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 17:00:23 UTC
From: Krishna Prasad
Topic: 180 Message: 183
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

184. HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 17:05:41 UTC
From: Daniel
Topic: 184 Message: 184

Hi Everyone,

Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on 14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my 850 is currently apart, getting ready for repair...buuuut, I expect reports on how it went!! Everyone that can PLEASE check in, let's make our first one a GOOD and BIG one!!

73,
Daniel N9WX

185. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 17:14:42 UTC
From: Mark@n6ea.com
Topic: 184 Message: 185

Hopefully the propogation gods will be with us and it'll be a good one.

Mark N6EA

-----Original Message-----
From: Daniel [mailto:n9wx_dan@...]
Sent: Tuesday, March 28, 2006 9:06 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF NET TODAY!!

Hi Everyone,

Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on
14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my
850 is currently apart, getting ready for repair...buuuut, I expect
reports on how it went!! Everyone that can PLEASE check in, let's make
our first one a GOOD and BIG one!!

73,
Daniel N9WX

Yahoo! Groups Links

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

187. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 19:42:07 UTC
From: David Vincent
Topic: 184 Message: 187

Believe it or not Daniel, there are a LOT of us that don't work DX, except through the IRLP. I am a TECH with no code and LOVE IT JUST AT THAT. I don't ever intend on getting a general or Extra so I won't be on the nets in that band. Maybe someday you will do the nets through the IRLP then those of us who enjoy 2 meters and 70 centimeters or 440 bands can join in.

Have a good net.

See ya,
Pilot Dave - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Mark@...
Sent: Tuesday, March 28, 2006 9:15 AM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Hopefully the propogation gods will be with us and it'll be a good one.

Mark N6EA

-----Original Message-----
From: Daniel [mailto:n9wx_dan@...]
Sent: Tuesday, March 28, 2006 9:06 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF NET TODAY!!

Hi Everyone,

Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on 14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my 850 is currently apart, getting ready for repair...buuuut, I expect reports on how it went!! Everyone that can PLEASE check in, let's make our first one a GOOD and BIG one!!

73,
Daniel N9WX

Yahoo! Groups Links

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

Yahoo! Groups Links

189. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 19:54:49 UTC
From: David Vincent
Topic: 184 Message: 189

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

OH, by the way, I can talk to Australia to a SPECIFIC PLACE 24/7 via the IRLP AND it is in the clarity of FM and NOT all scratchy when you try it on Upper or Lower sideband or on another frequency with your MIC GAIN PUMPED UP and everything else for the conditions to be JUST RIGHT for you to chose a specific place you want to talk to. YEP, a lot of advantages of the IRLP over just plain HF'ers.....

See ya, (My 2 cents worth)
Pilot Dave - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:48 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

By the same token, there are a lot of us hams who don't do IRLP and don't really plan to. When I want to talk on my radio,I talk on my radio and when I want to play with my computer, I play with my computer. I mix it up a little using digital modes, but am still using the radio for the actual link.

Bottom line is, you're not going to please everyone.

Everyone is invited to starlink-irc to the #hamradio chatroom if you just want to type back and forth. If you're not sure how to use IRC, I can help with some links.

In a message dated 3/28/2006 2:42:47 PM Eastern Standard Time,
sddave@... writes:

Believe it or not Daniel, there are a LOT of us that don't work DX, except through the IRLP. I am a TECH with no code and LOVE IT JUST AT THAT. I don't ever intend on getting a general or Extra so I won't be on the nets in that band. Maybe someday you will do the nets through the IRLP then those of us who enjoy 2 meters and 70 centimeters or 440 bands can join in.

Have a good net.

See ya,
Pilot Dave - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Mark@...
Sent: Tuesday, March 28, 2006 9:15 AM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Hopefully the propogation gods will be with us and it'll be a good one.

Mark N6EA

-----Original Message-----
From: Daniel [mailto:n9wx_dan@...]
Sent: Tuesday, March 28, 2006 9:06 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] HF NET TODAY!!

Hi Everyone,

Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on
14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my
850 is currently apart, getting ready for repair...buuuut, I expect
reports on how it went!! Everyone that can PLEASE check in, let's make
our first one a GOOD and BIG one!!

73,
Daniel N9WX

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Yahoo! Groups Links

Yahoo! Groups Links

_____

YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams
<http://groups.yahoo.com/group/Flying_Hams> " on the web.

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Flying_Hams-unsubscribe@yahoogroups.com
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

* Your use of Yahoo! Groups is subject to the Yahoo! Terms of
Service <http://docs.yahoo.com/info/terms/> .

---

191. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 20:06:11 UTC
From: David Vincent
Topic: 184 Message: 191

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
sddave@... writes:

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

SPONSORED LINKS
Craft
<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
hobby Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA> and craft supply Ham

<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

---

YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams <http://groups.yahoo.com/group/Flying_Hams> " on the web.

* To unsubscribe from this group, send an email to: Flying_Hams-unsubscribe@yahoogroups.com <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service <http://docs.yahoo.com/info/terms/> .

---

192. Re: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 20:10:06 UTC
From: Ray Albarelli
Topic: 180 Message: 192

Yeah, that's how I passed, I just kept taking the practice tests at QRZ.com until I passed consistently.

Krishna Prasad <rkrishp99@...> wrote: Thanks Mark, for your quick help. I will let all know after my test. what happened.

thanks

Krishna Prasad

On 3/28/06, Mark@... <Mark@...> wrote: Give http://www.qrz.com/p/testing.pl a try. When you get to 80-85% practicing you'll pass with no problem.

Mark N6EA

-----Original Message-----
From: Krishna Prasad [mailto: rkrishp99@...]
Sent: Tuesday, March 28, 2006 8:24 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] WOO HOO!

Hello Ray,

Please guide me with tips how to prepare for the tech exams I am looking to take the exams on April 1st and I am at Cincinnati OH.

thanks

Krishna

On 3/28/06, Ray Albarelli <roadsideray@... > wrote: Hey Everyone,

I passed my tech exam on the 18th, and the FCC posted my call sign yesterday! WOO HOO!

I'm now KC9JBM

http://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732

Ray

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1?/min.

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Flying_Hams-unsubscribe@yahoogroups.com

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--
Krishna Prasad

. Yad yad aacarati sreshtah, tad tad eva itaro janah. As the Gita puts it, consistency of purpose and a spirit of dedication and, if necessary, sacrifice, should characterize the new spirit.
We Must
THE CULTURED GIVES HAPPINESS WHEREVER THEY GO, THE UN-CULTURED WHENEVER THEY GO!
- Swami Chinmayanada

--
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Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

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Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

--
Krishna Prasad

. Yad yad aacarati sreshtah, tad tad eva itaro janah. As the Gita puts it, consistency of purpose and a spirit of dedication and, if necessary, sacrifice, should characterize the new spirit.
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THE CULTURED GIVES HAPPINESS WHEREVER THEY GO, THE UN-CULTURED WHENEVER THEY GO!
- Swami Chinmayanada

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Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

195. Re: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 20:22:49 UTC
From: gmas
Topic: 180 Message: 195

congrats....

Ray Albarelli wrote:

> Hey Everyone,
>
> I passed my tech exam on the 18th, and the FCC posted my call sign
> yesterday! WOO HOO!
>
> I'm now KC9JBM
>
> http://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732
>
> Ray
>
> ---
> Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great
> rates starting at 1?/min.
> <http://us.rd.yahoo.com/mail_us/taglines/postman7/*http://us.rd.yahoo.com/evt=39666/*htt
p://beta.messenger.yahoo.com>
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p://beta.messenger.yahoo.com>
>
> Craft hobby
> <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+suppl
y&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
> Hobby and craft supply
> <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+
craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
> Ham radio
> <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&
w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
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p://beta.messenger.yahoo.com>
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> * Visit your group "
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p://beta.messenger.yahoo.com>Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
> * To unsubscribe from this group, send an email to:
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> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
>
> * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
> Service <http://docs.yahoo.com/info/terms/>.
>
>
> ---
>

197. Re: HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 20:33:09 UTC
From: dougrevans
Topic: 184 Message: 197

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>
> Which would still mean that I would have to use a computer and
headset if
> our repeater doesn't have that capability, right?
>

No. If your repeater does not have that capability you can not use
IRLP. The first and last mile on IRLP is always RF.

199. RE: [Flying_Hams] Re: HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 20:56:54 UTC
From: David Vincent
Topic: 184 Message: 199

AGAIN, this is a wrong statement. All the IRLP is, is the INTERNET RADIO LINKING PROJECT. The IRLP is a computer at someone's house, O.K. It RECEIVES the SIGNAL from my HANDI TALKI or MOBILE VIA A MOUNTAIN TOP REPEATER. The Mobile or BASE RADIO at the computers house will receive my transmission and then FEED that VIA the MOBILE or BASE STATION INTO the computer and out to the location that I have punched in via my KEYPAD on either my handitalki or Mobile. What is so hard to understand on this? If you need further clarification, then go to IRLP.NET and read up on it.

See ya,
Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of dougrevans
Sent: Tuesday, March 28, 2006 12:33 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Re: HF NET TODAY!!

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>
> Which would still mean that I would have to use a computer and
headset if
> our repeater doesn't have that capability, right?
>

No. If your repeater does not have that capability you can not use IRLP. The first and last mile on IRLP is always RF.

SPONSORED LINKS
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<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
hobby Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA> and craft supply Ham
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

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YAHOO! GROUPS LINKS

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Service <http://docs.yahoo.com/info/terms/> .

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201. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 21:26:25 UTC
From: Jim Walsh
Topic: 184 Message: 201

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote: NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time, sddave@... writes:
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"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

Blab-away for as little as 1?/min. Make PC-to-Phone Calls using Yahoo! Messenger with Voice.

202. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 21:29:56 UTC
From: EC1CWG@dxhunters.com
Topic: 184 Message: 202

Hearing nothing but low voices this side of the Atlantic...However, I?m able
to hear someone as KC2EE or something...is any of you?...73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

----- Original Message -----
From: <Mark@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Tuesday, March 28, 2006 7:14 PM
Subject: RE: [Flying_Hams] HF NET TODAY!!

> Hopefully the propogation gods will be with us and it'll be a good one.
>
> Mark N6EA
>
> -----Original Message-----
> From: Daniel [mailto:n9wx_dan@...]
> Sent: Tuesday, March 28, 2006 9:06 AM
> To: Flying_Hams@yahoogroups.com
> Subject: [Flying_Hams] HF NET TODAY!!
>
>
> Hi Everyone,
>
> Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on
> 14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my
> 850 is currently apart, getting ready for repair...buuuut, I expect
> reports on how it went!! Everyone that can PLEASE check in, let's make
> our first one a GOOD and BIG one!!
>
> 73,
> Daniel N9WX
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> Yahoo! Groups Links
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203. Re: [Flying_Hams] WOO HOO!

Yahoo group: Flying_Hams
Date: 2006-03-28 21:41:14 UTC
From: Jim Walsh
Topic: 180 Message: 203

Who ever is doing the net you are not being heard in Western Arizona. Anyone that gets this post would you advise net control. Thank-you from PPl - K9ARO~~~Jim

http://wireless2.fcc.gov/UlsApp/UlsSearch/license.jsp?licKey=2796732

Ray

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1?/min.

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"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

New Yahoo! Messenger with Voice. Call regular phones from your PC for low, low rates.

204. Net

Yahoo group: Flying_Hams
Date: 2006-03-28 22:07:16 UTC
From: wd9ezk
Topic: 204 Message: 204

Here in Indy we had a little trouble following the net. An adjacent station would take you out every once in a while. WB6GGY was a better copy. It was fun, keep up the good work!

205. Re: [Flying_Hams] Net

Yahoo group: Flying_Hams
Date: 2006-03-28 22:28:04 UTC
From: David Harris
Topic: 204 Message: 205

Just thoughtI'd try again since there seems to be alot of interest in flying. I am looking to take lessons, but can't afford the Hobbs, so if you are a CFI who needs time and are in Connecticut, I would be willing to fill up your tank in exchange for lessons to help me get my private pilots license or even my Sport pilot license.Prefer learnning in a Cessna 152 or 172(found the high wings easier to learn in, but open to learnning low wing as well).

If you are interested, please email me offline at WB1BPV@...

Thanks for your time,

David

wd9ezk <wd9ezk@...> wrote:
Here in Indy we had a little trouble following the net. An adjacent
station would take you out every once in a while. WB6GGY was a better
copy. It was fun, keep up the good work!

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Craft hobby Hobby and craft supply Ham radio

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206. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 22:37:00 UTC
From: Scott
Topic: 184 Message: 206

Anybody else have a problem with the 2130Z time? I work until 2200Z and
don't get home to operate until at least 2220Z...

Scott
N0EDV

Mark@... wrote:
> Hopefully the propogation gods will be with us and it'll be a good one.
>
> Mark N6EA
>
> -----Original Message-----
> From: Daniel [mailto:n9wx_dan@...]
> Sent: Tuesday, March 28, 2006 9:06 AM
> To: Flying_Hams@yahoogroups.com
> Subject: [Flying_Hams] HF NET TODAY!!
>
>
> Hi Everyone,
>
> Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on
> 14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my
> 850 is currently apart, getting ready for repair...buuuut, I expect
> reports on how it went!! Everyone that can PLEASE check in, let's make
> our first one a GOOD and BIG one!!
>
> 73,
> Daniel N9WX
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> Yahoo! Groups Links
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Scott

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207. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 22:48:37 UTC
From: Scott
Topic: 184 Message: 207

Um, if I'm understanding you correctly, I disagree. Echolink can work in two modes...Single User or Sysop. Single user uses your computer speakers and mic. Sysop lets you hook a radio to your computer. When you connect to a repeater in Australia, you are most likely using Echolink in Sigle User mode and the remote repeater is in Sysop mode. I can also talk in on a local repeater that is connected to the internet and dial up a remote node on echolink (the repeater in Australia for example) and use my radio to converse with a ham in Australia on his local repeater...so, to paraphrase, echolink can be a way to connect two repeaters "back to back" via the internet. Operators at each end use their end's repeater just like a normal repeater.

Scott
N0EDV

David Vincent wrote:

> NOPE, Echolink is what you were talking about, using a computer and
> talking through a headset FROM your computer. IRLP STILL USES the HANDI
> TALKI or your Mobile to get to a REPEATER, and from the repeater the
> signal gets captured into a computer that then sends the signal to WHERE
> EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI
> or MOBILE and then that signal goes via digital packets to that
> location, into the computer there, THEN OUT VIA ANALOG into a
> Transmitter close to where the computer is and then up to a mountain top
> where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base
> unit that is listening there in the location you want to talk to. IT
> ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO
> HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD
> and your HEADSET, THEN your statement would have been right.
>
> See ya,
> Pilot DAVE - Coronado
>
>
> -----Original Message-----
> From: Flying_Hams@yahoogroups.com
> [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
> Sent: Tuesday, March 28, 2006 11:59 AM
> To: Flying_Hams@yahoogroups.com
> Subject: Re: [Flying_Hams] HF NET TODAY!!
>
> Isn't IRLP like Echolink? If not, my mistake.
>
> In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
> sddave@... writes:

>
> I guess you don't know what IRLP is. I use my MOBILE RADIO in
> my car to get over to Australia and I'm talking to a REPEATER
> that then puts my signal down to a computer that changes it to a
> digital packet and sends it to the computer in Australia in
> which it then turns the digital packets back into analog and OUT
> A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT
> TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with
> the IRLP. It would be nice for you to get your information
> right before you state INACCURATE FACTS.
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> <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby+and+craft+suppl
y&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
> Hobby and craft supply
> <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hobby&w2=Hobby+and+
craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiTI-knAA>
> Ham radio
> <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+and+craft+supply&
w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
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> ~~~~~~
> YAHOO! GROUPS LINKS
>
> * Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
>
> * To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
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Scott
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208. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 22:52:14 UTC
From: David Harris
Topic: 184 Message: 208

I know we can't accomodate everyone, however how about planning the net for later or maybe have one at 2130z and another one at a later time or another day say at 10pm est which would put the west coast at 7pm. I think that might be more conducive to getting a big turnout.

I work Monday,Tuesday and Wednesday 1-9pm est so I won't be there tonight, but would like a synopsis tommorrow on how things turned out.

Thanks,

David

Scott <acepilot@...> wrote:
Anybody else have a problem with the 2130Z time? I work until 2200Z and
don't get home to operate until at least 2220Z...

Scott
N0EDV

Mark@... wrote:
> Hopefully the propogation gods will be with us and it'll be a good one.
>
> Mark N6EA
>
> -----Original Message-----
> From: Daniel [mailto:n9wx_dan@...]
> Sent: Tuesday, March 28, 2006 9:06 AM
> To: Flying_Hams@yahoogroups.com
> Subject: [Flying_Hams] HF NET TODAY!!
>
>
> Hi Everyone,
>
> Yep, that's right...today's the FIRST Flying Hams Net!! 21:30Z on
> 14.342.5+/- MHZ USB!!! Mark N6EA will the controller. Unfortunately my
> 850 is currently apart, getting ready for repair...buuuut, I expect
> reports on how it went!! Everyone that can PLEASE check in, let's make
> our first one a GOOD and BIG one!!
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> 73,
> Daniel N9WX
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> Yahoo! Groups Links
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Scott
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209. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-28 22:58:07 UTC
From: Mark@n6ea.com
Topic: 184 Message: 209

Well, very tough conditions for our first net. Take a look at radar on the West Coast and you'll see what we had to contend with. I apologize to those stations I could not pickup on this go around. Hopefully, Thursday will be better.

Thanks to WB6GGY Phil in Twain Harte, Ca. and N7KGA Paul in Seattle, Wa. For their help as relays.

We checked in 13 stations as follows:

1. K5PJM Paul in Liberty, Mississippi
2. WB0QQT Steve in Lincoln, Nebraska
3. N7KGA Ralph in Seattle, Wa.
4. W2DAI Val in Roswell, N.M.
5. KC2EE Sid in Houston, Tx.
6. KB9AX Dan in Indianappolis, In.
7. KC9BIC Don in Indianapolis, In.
8. VE7SVC Clyde in Abbotsford, BC
9. WD9EZK John in Indianapolis, In.
10. KB9HAW Jerry mobile in S.W. Tx.
11. WB6GGY Phil in Twain Harte, Ca.
12. KE6WHQ Tom in Santee, Ca.
13. N6EA Mark in Jamestown, Ca.

Thanks to all that participated and, again, sorry for the very poor conditions.

73,

Mark N6EA

--
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210. Net Times

Yahoo group: Flying_Hams
Date: 2006-03-28 23:24:43 UTC
From: Mark@n6ea.com
Topic: 210 Message: 210

I work also and took lunch today to run home and do the net. I can do the same again Thursday. Ideally, a station located in the midwest would make a better net control than one on either coast but beggers can't be chosers at this point. The problem with doing it any later is we'll lose 20 meters as the sun sets on the East Coast. We could try 40 or 75 but as you all know trying to find a frequency for a new net on 40 or 75 could be problematic.

The QRN / static crashes from our storm were horrendous for us on the West Coast and I appreciate all that hung in there through the net. Please remember we must walk before we can run and if we stick with it we can work out the kinks.

My comments on echolink and IRLP are as follows.

They are both legitimate modes of communication with varying degrees of utilization of RF. The debate over it being amateur radio is as big as the code, no-code debate and better argued someplace else, IMHO.

If somebody would like to host an echolink node it is quite simple to do and it could be a good alternative to our HF net for times when conditions don't allow us to communicate via HF and could involve techs and novices. I would do it but I already am hosting a node that is linked to one of our clubs repeaters.

73,

Mark N6EA

--
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211. Re: [Flying_Hams] Net Times

Yahoo group: Flying_Hams
Date: 2006-03-28 23:34:37 UTC
From: David Harris
Topic: 210 Message: 211

We all have time restraints, moreso during the week.

How about trying on a Sunday afternoon maybe around 1pm or so. That way we could plan our weekends/honeydo lists accordingly.

Just a thought,

David
WB1BPV

Mark@... wrote:

I work also and took lunch today to run home and do the net. I can do the same again Thursday. Ideally, a station located in the midwest would make a better net control than one on either coast but beggers can't be chosers at this point. The problem with doing it any later is we'll lose 20 meters as the sun sets on the East Coast. We could try 40 or 75 but as you all know trying to find a frequency for a new net on 40 or 75 could be problematic.

The QRN / static crashes from our storm were horrendous for us on the West Coast and I appreciate all that hung in there through the net. Please remember we must walk before we can run and if we stick with it we can work out the kinks.

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73,

Mark N6EA

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212. RE: [Flying_Hams] Net Times

Yahoo group: Flying_Hams
Date: 2006-03-28 23:46:41 UTC
From: Mark@n6ea.com
Topic: 210 Message: 212

David,

I would support a Sunday afternoon net. Only problem is a lot of my Sunday pm's are spent flying home from some fly in destination. Maybe I'd better get the HF in the Maule... ;-)

Mark N6EA

-----Original Message-----
From: David Harris [mailto:wb1bpv@...]
Sent: Tuesday, March 28, 2006 3:35 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net Times

We all have time restraints, moreso during the week.

How about trying on a Sunday afternoon maybe around 1pm or so. That way we could plan our weekends/honeydo lists accordingly.

Just a thought,

David
WB1BPV

Mark@... wrote:

I work also and took lunch today to run home and do the net. I can do the same again Thursday. Ideally, a station located in the midwest would make a better net control than one on either coast but beggers can't be chosers at this point. The problem with doing it any later is we'll lose 20 meters as the sun sets on the East Coast. We could try 40 or 75 but as you all know trying to find a frequency for a new net on 40 or 75 could be problematic.

The QRN / static crashes from our storm were horrendous for us on the West Coast and I appreciate all that hung in there through the net. Please remember we must walk before we can run and if we stick with it we can work out the kinks.

My comments on echolink and IRLP are as follows.

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and novices. I would do it but I already am hosting a node that is linked to one of our clubs repeaters.

73,

Mark N6EA

--
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213. RE: [Flying_Hams] Net Times

Yahoo group: Flying_Hams
Date: 2006-03-29 00:00:26 UTC
From: David Harris
Topic: 210 Message: 213

Can you operate form the fly in destination? An FT817 and a buddipole??? :)

Mark@... wrote: David,

I would support a Sunday afternoon net. Only problem is a lot of my Sunday pm's are spent flying home from some fly in destination. Maybe I'd better get the HF in the Maule... ;-)

Mark N6EA

-----Original Message-----
From: David Harris [mailto:wb1bpv@...]
Sent: Tuesday, March 28, 2006 3:35 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net Times

We all have time restraints, moreso during the week.

How about trying on a Sunday afternoon maybe around 1pm or so. That way we could plan our weekends/honeydo lists accordingly.

Just a thought,

David
WB1BPV

Mark@... wrote:

I work also and took lunch today to run home and do the net. I can do the same again Thursday. Ideally, a station located in the midwest would make a better net control than one on either coast but beggers can't be chosers at this point. The problem with doing it any later is we'll lose 20 meters as the sun sets on the East Coast. We could try 40 or 75 but as you all know trying to find a frequency for a new net on 40 or 75 could be problematic.

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73,

Mark N6EA

--
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214. Re: [Flying_Hams] Net Times

Yahoo group: Flying_Hams
Date: 2006-03-29 00:48:22 UTC
From: Scott
Topic: 210 Message: 214

You mean you don't already have HF in the plane??? Slacker! ;)

Should be easy enough to run an end fed wire from the cabin area to the tail...a nice small rig like my Yaesu 857 should do the trick...

Scott

Mark@... wrote:
> David,
>
> I would support a Sunday afternoon net. Only problem is a lot of my
> Sunday pm's are spent flying home from some fly in destination. Maybe
> I'd better get the HF in the Maule... ;-)
>
> Mark N6EA
>
>
> -----Original Message-----
> From: David Harris [mailto:wb1bpv@...]
> Sent: Tuesday, March 28, 2006 3:35 PM
> To: Flying_Hams@yahoogroups.com
> Subject: Re: [Flying_Hams] Net Times
>
> We all have time restraints, moreso during the week.
>
> How about trying on a Sunday afternoon maybe around 1pm or so. That way
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>
> Just a thought,
>
> David
> WB1BPV
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>
> Mark@... wrote:
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>
> I work also and took lunch today to run home and do the net. I can
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> midwest would make a better net control than one on either coast but
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>
> 73,
>
> Mark N6EA
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> --
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> Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006
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> ---
> Blab-away for as little as 1?/min. Make PC-to-Phone Calls
> <http://us.rd.yahoo.com/mail_us/taglines/postman2/*http://us.rd.yahoo.com/evt=39663/*htt
p://voice.yahoo.com>
> using Yahoo! Messenger with Voice.
>
> --
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> ---
> YAHOO! GROUPS LINKS
>
> * Visit your group "Flying_Hams
> <http://groups.yahoo.com/group/Flying_Hams>" on the web.
>
> * To unsubscribe from this group, send an email to:

> Flying_Hams-unsubscribe@yahoogroups.com
> <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
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>

--
Scott
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215. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 01:09:53 UTC
From: David Vincent
Topic: 184 Message: 215

EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE RIGHT"""" You can get somewhere and only then. IRLP is 24/7 and in FM.. I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
sddave@... writes:

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

Blab-away for as little as 1¢/min. Make PC-to-Phone
<http://us.rd.yahoo.com/mail_us/taglines/postman2/*http://us.rd.yahoo.com/evt=39663/*http://voice.yahoo.com> Calls using Yahoo! Messenger with Voice.

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217. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 02:56:37 UTC
From: Jim Walsh
Topic: 184 Message: 217

All three have there place in the spotlight but you need to get a General ticket to find out about HF, so until then don't put it down. Go study the code and don't wait for them to drop it. I used to say I couldn't learn it but I did and so can you, so go for it.~~~Jim - K9ARO

David Vincent <sddave@...> wrote: EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE RIGHT""""" You can get somewhere and only then. IRLP is 24/7 and in FM.. I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote: NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time, sddave@... writes:
I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
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http://tinyurl.com/jmnco

Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.

218. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 03:33:03 UTC
From: Mark Banks
Topic: 184 Message: 218

David,

With HF all you need is the radio, a battery and a piece of wire.

IRLP is not nessesarily 24/7, especially in an emergency. So Cal fires proved that when mountain top repeaters were lost in the fire, not to mention your depending on the backbone of the internet that while usually reliable, has had it's outages and woes. Of course I haven't even gotten to the additional hardware your depending on. TNC's etc.

My .02...

Mark N6EA

David Vincent wrote:
> EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE
> RIGHT""""" You can get somewhere and only then. IRLP is 24/7 and in
> FM.. I rest my case.
>
> Pilot Dave - Coronado, CA KG6LYI
>
>

220. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 06:44:31 UTC
From: David Vincent
Topic: 184 Message: 220

NO THANKS, I enjoy the FM sound, Crystal clear audio, NOT SCRATCHY. No HFing for me, EXCEPT in NICE CLEAR SOUND, FM, not AM and STATIC. OH, by the way, I read on one of the posts that there were people who had a hard time checking into the net because they had LIGHTNING interfering in them hearing. HUMMMMM.. guess what, I have two letters for them..... F M..... I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 6:57 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

All three have there place in the spotlight but you need to get a General ticket to find out about HF, so until then don't put it down. Go study the code and don't wait for them to drop it. I used to say I couldn't learn it but I did and so can you, so go for it.~~~Jim - K9ARO

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Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE

EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...m
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time, sddave@... writes:

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco
_____

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<http://us.rd.yahoo.com/mail_us/taglines/postman2/*http://us.rd.yahoo.com/evt=39663/*http://voice.yahoo.com> Calls using Yahoo! Messenger with Voice.

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<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
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<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

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221. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 06:53:07 UTC
From: David Vincent
Topic: 184 Message: 221
Attachments: 2 described; binary payloads are missing from this source WARC

YEP, the CAPS key seems to still be working fine. Glad that they have it on my keyboard.... AND it seems to be labeled CAPS LOCK. So thank you for pointing out to me that it is STILL WORKING..... OPPS, forgot to point out to FLORIDACYCLIST@... have you checked your HANDLEBARS on your cycle? Are they still there?

Pilot Dave - Coronado, CA KG6LYI
<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Bike Riding

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 5:47 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

You might want to take a look at that CAPS key, it seems a bit sticky at times.

In a message dated 3/28/2006 8:10:28 P.M. Eastern Standard Time, sddave@... writes:

EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE RIGHT"""" You can get somewhere and only then. IRLP is 24/7 and in FM.. I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
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Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

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David Vincent <sddave@...> wrote:

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the

signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of floridacyclist@aol.com
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
sddave@... writes:

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<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
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Blab-away for as little as 1¢/min. Make PC-to-Phone
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nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

---

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<http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>

222. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 07:42:11 UTC
From: Jim Walsh
Topic: 184 Message: 222

At least most of them checked in but I know you didn't, and I would be willing to bet that you are going to be one of those that want to fight to be first in line to upgrade IF and WHEN they drop the code requirement. Reading what you are saying here is day-Shae-view of me before I decided to learn the code, to proud to admit that I was TO LAZY to learn the code, so sleep on that one and then rest your case. ~~~Jim -K9ARO

David Vincent <sddave@...> wrote: NO THANKS, I enjoy the FM sound, Crystal clear audio, NOT SCRATCHY. No HFing for me, EXCEPT in NICE CLEAR SOUND, FM, not AM and STATIC. OH, by the way, I read on one of the posts that there were people who had a hard time checking into the net because they had LIGHTNING interfering in them hearing. HUMMMMM.. guess what, I have two letters for them..... F M..... I rest my case.

Pilot Dave - Coronado, CA KG6LYI

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Sent: Tuesday, March 28, 2006 6:57 PM
To: Flying_Hams@yahoogroups.com
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Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

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See ya,
Pilot DAVE - Coronado

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From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
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http://tinyurl.com/jmnco

New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

223. Re: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 10:30:35 UTC
From: David Shrum
Topic: 184 Message: 223

You know guys, this debate is starting to get very old, neither side is going to convince the other, even if both sides under stand the other, it seems the stubbornest factor is involved; The other guy is going to give in first syndrome...Give it a break, PLEASE.
Dave N8PU

Jim Walsh wrote:
At least most of them checked in but I know you didn't, and I would be willing to bet that you are going to be one of those that want to fight to be first in line to upgrade IF and WHEN they drop the code requirement. Reading what you are saying here is day-Shae-view of me before I decided to learn the code, to proud to admit that I was TO LAZY to learn the code, so sleep on that one and then rest your case. ~~~Jim -K9ARO

David Vincent wrote:

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73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)

http://tinyurl.com/jmnco

227. Re: [Flying_Hams] HF NET TODAY- MY OPINION!

Yahoo group: Flying_Hams
Date: 2006-03-29 14:18:12 UTC
From: Daniel Hileman
Topic: 184 Message: 227

Ok Ok, I've stayed silent long enough...with all the angry sounding replies I have to put MY OPINION! OPINION EVERYONE, ONLY MY OPINION!

I wanted the HF NET because it's NOT a guaranteed thing! That's half the fun, not knowing if propagation will be right to work west coast boys, east coast boys, or WHO knows, maybe our European friends may be heard better than the boys on the other US Coast! All the strange sounds on SSB, etc.

IRLP is NOT guaranteed either, cuz not all of us have a repeater within working distance! Dont yell at the guys that like HF! There have been HF nets a looooooong time and I feel that the audience potential is bigger on HF than on IRLP (especially for Aero-mobilers), in MY OPINION! I LOVE IRLP, but I LOVE HF MUCH MUCH MORE! Let's not make this about whether CW should be dropped or kept on THIS board! I'd support going back to 20WPM for the Extra, but that's MY opinion and there are boards for that too, but please...NOT this one! If you dont like that we started an HF net, than dont worry about it, you dont have to check in....I dont like PSK-31 but I dont complain about it if somone else does!

I like tail-dragger airplanes, not everyone does! I LOVE helicopters, not everyone does! It's what makes the world go round and round and round!

I dont care if someone wants an IRLP net (I would support that if there's interest), but dont let your reason be that HF is NOT a guaranteed thing...neither is IRLP cuz I DO NOT have an IRLP linked repeater close enough, and dont even get me started on what if the server fails!

Alright Guys, I'm done being a jerk, let's all be friends again and get back to flying and hamming now, pllllllease.

Thanks and 73,
Daniel N9WX

YAHOO! GROUPS LINKS

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New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

228. Re: Net Times

Yahoo group: Flying_Hams
Date: 2006-03-29 15:18:41 UTC
From: Ken Brown
Topic: 210 Message: 228

Depends on the weather on Saturday or Sunday. <g>

But a weekend day would work better for me..

73, ---Ken W2KB N16019

--- In Flying_Hams@yahoogroups.com, David Harris <wb1bpv@...> wrote:

> How about trying on a Sunday afternoon maybe around 1pm or so.
That way we could plan our weekends/honeydo lists accordingly.
>
> Just a thought,
>
> David
> WB1BPV

229. HT's

Yahoo group: Flying_Hams
Date: 2006-03-29 15:23:07 UTC
From: Mark@n6ea.com
Topic: 229 Message: 229

At the risk of starting another feud. ;-)

How many of you carry an HT in your flight bag?

What brand and model?

What do you like / dislike about your HT?

Do you use an external antenna?

Does it have Nav (ie CDI etc.)?

What would you like to see in an HT that yours doesn't have?

OK, Me first.

I carry a Vertex (Yaesu) VXA-700.

I like the ruggedness and the 2 meter ham band capability. It came with the headset interface which is a must. I like being able to copy atis / awos and being able to copy a clearance before engine start.

I use an external antenna and have a bnc right in the panel to plug the coax into.

It has Nav, but I question the Nav capability being worth the expense. I just can't see using the nav function to say shoot a VOR approach because of an onboard total electrical failure in IMC. If anybody has ever used an HT in IMC, com or nav, I would love to hear about it.

I would like to have wideband receive. ie .5mhz - uhf and maybe 440 (ham uhf) capability like my lil' ol' VX-2R. I know I could carry a VX-7R also but I don't want to have to carry two ht's...

Anyone else want to share their thoughts?

73,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

230. Re: [Flying_Hams] HF NET TODAY- MY OPINION!

Yahoo group: Flying_Hams
Date: 2006-03-29 16:58:51 UTC
From: N9JCQ@aol.com
Topic: 184 Message: 230

Dan, I agree with your thoughts. I dind't try and check in, but thats the fun of a net in my opinion. Also, when you hold a net on 20 meters, it's almost a guarentee that some of us won't be able to check in or be heard by all as we are within each other's skip zone.
I also gree about tail draggers by the way. I don't have my certificate but I have always loved stinsons, Pipers, Luscombs, etc... Low and lsow, the way to go
Joe, N9JCQ

-----Original Message-----
From: Daniel Hileman <n9wx_dan@...>
To: Flying_Hams@yahoogroups.com
Sent: Wed, 29 Mar 2006 06:18:12 -0800 (PST)
Subject: Re: [Flying_Hams] HF NET TODAY- MY OPINION!

Ok Ok, I've stayed silent long enough...with all the angry sounding replies I have to put MY OPINION! OPINION EVERYONE, ONLY MY OPINION!

I wanted the HF NET because it's NOT a guaranteed thing! That's half the fun, not knowing if propagation will be right to work west coast boys, east coast boys, or WHO knows, maybe our European friends may be heard better than the boys on the other US Coast! All the strange sounds on SSB, etc.

IRLP is NOT guaranteed either, cuz not all of us have a repeater within working distance! Dont yell at the guys that like HF! There have been HF nets a looooooong time and I feel that the audience potential is bigger on HF than on IRLP (especially for Aero-mobilers), in MY OPINION! I LOVE IRLP, but I LOVE HF MUCH MUCH MORE! Let's not make this about whether CW should be dropped or kept on THIS board! I'd support going back to 20WPM for the Extra, but that's MY opinion and there are boards for that too, but please...NOT this one! If you dont like that we started an HF net, than dont worry about it, you dont have to check in....I dont like PSK-31 but I dont complain about it if somone else does!

I like tail-dragger airplanes, not everyone does! I LOVE helicopters, not everyone does! It's what makes the world go round and round and round!

I dont care if someone wants an IRLP net (I would support that if there's interest), but dont let your reason be that HF is NOT a guaranteed thing...neither is IRLP cuz I DO NOT have an IRLP linked repeater close enough, and dont even get me started on what if the server fails!

Alright Guys, I'm done being a jerk, let's all be friends again and get back to flying and hamming now, pllllllease.

Thanks and 73,
Daniel N9WX

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231. Re: HF NET TODAY- MY OPINION!

Yahoo group: Flying_Hams
Date: 2006-03-29 17:03:25 UTC
From: wb0qqt
Topic: 184 Message: 231

> Well said Dan......Back to flying and hamming !

I checked into the net and Mark did a good job of conducting it considering the poor band conditions and nearby qrm plus his weather. I was only copying mostly syllables during his transmissions and others were 50-50 at best. Propagation we have to live with.

My station is an Icom 718 and I was running 100 watts to a Hustler trap vertical. I thought maybe being here somewhat in the center of the country (Lincoln,NE) that I would be able to somewhat hear all. Only a handful were good copy. Some stronger than others. I'd thought about asking Mark if he wanted me to put out a call from here to see if I could relay others but due to conditions I felt it may only cause confusion etc. Maybe next time. Someone with a beam or amp could surely do better than me. Ha!

Mark, you did a fine job for the inaugural net. I'm looking forward to it again Thursday. I'm retired so the days and times being flexible work for me.

Also thanks to Bonnie of the HF Pack group for letting us "combine" the frequency. I did hear someone ask if this was an HF Pack net or something. Mark did explain the net to them from what I could hear.

Steve/WBØQQT

> Alright Guys, I'm done being a jerk, let's all be friends again
and get back to flying and hamming now, pllllllease.
>
> Thanks and 73,
> Daniel N9WX
>
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> ---------------------------------
> YAHOO! GROUPS LINKS
>

>
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> New Yahoo! Messenger with Voice. Call regular phones from your PC
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>

232. Re: [Flying_Hams] HT's

Yahoo group: Flying_Hams
Date: 2006-03-29 17:21:02 UTC
From: Joe Belany
Topic: 229 Message: 232

I too use the VXA-700. I find it to be a nice little
radio that performs as expected. I have never used
the NAV portion of the radio. What I do like is that
it has wide FM so if I'm killing time I can listen to
the radio, plus the 2 meters is great to have along.

The down side is that I forget key strokes if I don't
use it frequently...sometimes I have to punch a couple
of buttons to make it do what I want it to.

73,

Joe KB9IQR

--- Mark@... wrote:

> At the risk of starting another feud. ;-)
>
> How many of you carry an HT in your flight bag?
>
> What brand and model?
>
> What do you like / dislike about your HT?
>
> Do you use an external antenna?
>
> Does it have Nav (ie CDI etc.)?
>
> What would you like to see in an HT that yours
> doesn't have?
>
> OK, Me first.
>
> I carry a Vertex (Yaesu) VXA-700.
>
> I like the ruggedness and the 2 meter ham band
> capability. It came with
> the headset interface which is a must. I like being
> able to copy atis /
> awos and being able to copy a clearance before
> engine start.
>
> I use an external antenna and have a bnc right in
> the panel to plug the
> coax into.
>

> It has Nav, but I question the Nav capability being
> worth the expense. I
> just can't see using the nav function to say shoot a
> VOR approach
> because of an onboard total electrical failure in
> IMC. If anybody has
> ever used an HT in IMC, com or nav, I would love to
> hear about it.
>
> I would like to have wideband receive. ie .5mhz -
> uhf and maybe 440 (ham
> uhf) capability like my lil' ol' VX-2R. I know I
> could carry a VX-7R
> also but I don't want to have to carry two ht's...
>
> Anyone else want to share their thoughts?
>
> 73,
>
> Mark N6EA
>
>
> --
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> Checked by AVG Free Edition.
> Version: 7.1.385 / Virus Database: 268.3.3/295 -
> Release Date: 3/28/2006
>
>

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233. Emergency Services... another day...

Yahoo group: Flying_Hams
Date: 2006-03-29 17:22:35 UTC
From: gmas@inreach.com
Topic: 184 Message: 233

Hey we have been talking to the EOS people.. and strange they are just now getting around to the hams again asking for help... seeings how TSA tasked them with this comm problem and yet has no money or equipment...

Here is the question...

If you fly and are a ham are you into the EOS stuff... do you have equipment that can be mobilized and taken in the plane... and if so what kinds.

No keep in mind that you may not transport pressurized fuel or other flammable liquids in the plane... so what power source.. etc...

I would be nice to see if one could not only have the plane as the vehicle but, also to have is set up as a ground mobile station...

Any thoughts... as to using both the aviation aspects as well as the ham radio station in the field? What about Command post and some sort of dispatch... that way its not a .. ya all come... thing... when they only need a few... in adjoining locations..

234. Re: HT's

Yahoo group: Flying_Hams
Date: 2006-03-29 17:27:17 UTC
From: Mike Miller
Topic: 229 Message: 234

Hi All,

I carry two different HTs in my Cessna 172 flight bag.

1. Icom A22 Nav/Com. Thats my back up. Rarely needed!

2. Kenwood TH-D7 2M/70Cm mostly for APRS (GPS input from my Garmin 195), but I also listen on .52 for Aeronautical Mobile QSOs. It also has airband monitor.

I also have an aux input/output for my softcom audio intercom so I can wear my David Clarks and listen for ATC, 123.45, UNICOM, etc. I's fun, and I have had a good time with it.

73's Mike N8ZUV

--- In Flying_Hams@yahoogroups.com, <Mark@...> wrote:
>
> At the risk of starting another feud. ;-)
>
> How many of you carry an HT in your flight bag?
>
> What brand and model?
>
> What do you like / dislike about your HT?
>
> Do you use an external antenna?
>
> Does it have Nav (ie CDI etc.)?
>
> What would you like to see in an HT that yours doesn't have?
>
> OK, Me first.
>
> I carry a Vertex (Yaesu) VXA-700.
>
> I like the ruggedness and the 2 meter ham band capability. It came with
> the headset interface which is a must. I like being able to copy atis /
> awos and being able to copy a clearance before engine start.
>
> I use an external antenna and have a bnc right in the panel to plug the
> coax into.
>

> It has Nav, but I question the Nav capability being worth the
expense. I
> just can't see using the nav function to say shoot a VOR approach
> because of an onboard total electrical failure in IMC. If anybody
has
> ever used an HT in IMC, com or nav, I would love to hear about it.
>
> I would like to have wideband receive. ie .5mhz - uhf and maybe 440
(ham
> uhf) capability like my lil' ol' VX-2R. I know I could carry a VX-7R
> also but I don't want to have to carry two ht's...
>
> Anyone else want to share their thoughts?
>
> 73,
>
> Mark N6EA
>
>
> --
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> Checked by AVG Free Edition.
> Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date:
3/28/2006
>

235. RE: [Flying_Hams] HT's

Yahoo group: Flying_Hams
Date: 2006-03-29 17:30:48 UTC
From: Mark@n6ea.com
Topic: 229 Message: 235

Joe,

Your right. I forgot about the the very cryptic menu / function system.
I should have added that to the dislike portion of my "review"...

Mark N6EA

-----Original Message-----
From: Joe Belany [mailto:joeb116@...]
Sent: Wednesday, March 29, 2006 9:21 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HT's

I too use the VXA-700. I find it to be a nice little
radio that performs as expected. I have never used
the NAV portion of the radio. What I do like is that
it has wide FM so if I'm killing time I can listen to
the radio, plus the 2 meters is great to have along.

The down side is that I forget key strokes if I don't
use it frequently...sometimes I have to punch a couple
of buttons to make it do what I want it to.

73,

Joe KB9IQR

--- Mark@... wrote:

> At the risk of starting another feud. ;-)
>
> How many of you carry an HT in your flight bag?
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> Release Date: 3/28/2006
>
>

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--
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Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

236. Re: Net

Yahoo group: Flying_Hams
Date: 2006-03-29 17:43:24 UTC
From: Mike Miller
Topic: 204 Message: 236

Roughf copy here in SW Michigan. It was fun to try.
I am interested in ECHO LINK or some form of VOIP hookup.

When is the next sked. ?

73s Mike N8ZUV

--- In Flying_Hams@yahoogroups.com, "wd9ezk" <wd9ezk@...> wrote:
>
> Here in Indy we had a little trouble following the net. An adjacent
> station would take you out every once in a while. WB6GGY was a
better
> copy. It was fun, keep up the good work!
>

237. Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-29 17:46:36 UTC
From: wd9ezk
Topic: 237 Message: 237

Does anyone have a schematic for a standard aircraft headset connector? I would like to pick the audio off and feed it to my video recorder so the cabin conversation is on tape. Any suggestions?

238. RE: [Flying_Hams] Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-29 18:00:10 UTC
From: David Vincent
Topic: 237 Message: 238
Attachments: 2 described; binary payloads are missing from this source WARC

I'll tell you what I did and it worked GREAT for me.... I use my HAM radio in the plane and a second one to receive with the attachment out of the earpiece and into the camera. I use an ICOM W32A on just 500 mw power on a freq you can chose while up in the air that won't effect anyone. THEN, I use just a very small radio that is pocket size that I can receive with and attach it to the camera. I have a set up in my David Clark headset that works great as well for picking up ALL CONVERSATION in the cockpit. I took my ICOM Headset and broke it apart and put BOTH the Earpiece as well as the Mic into my earpiece in the David Clark. It fit fine. I drilled a small hole to get the wires through the outside of the David Clark headset. It is very compact inside and works well without causing any bulging. SO, the final product, when I turn on the VOX setting of my W32A Icom and talk into my noise canceling David Clarks, or if someone in the place talks into their headset, it all goes through the intercom system in the plane for all to hear. GUESS WHAT, it also goes out the David Clark earpiece and RIGHT INTO the mic of the W32A and in turn transmits all this to the smaller handi talki that is attached to the Camera. It works great and all the external noise is cancelled out because the MIC is INSIDE the earpiece of the David Clark headset. It works great and the sound on the Camera track is fantastic.

Take care,
Pilot Dave - Coronado, CA Going flying now.. See ya
KG6LYI
<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of wd9ezk
Sent: Wednesday, March 29, 2006 9:47 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Headset intercom wiring

Does anyone have a schematic for a standard aircraft headset connector? I would like to pick the audio off and feed it to my video recorder so the cabin conversation is on tape. Any suggestions?

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---

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239. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 17:20:30 UTC
From: David Vincent
Topic: 184 Message: 239

HEY JIM, read my lips, I will never be an HF'er. You can enjoy the static. The invention of the IRLP came out and that is why I got my TECH with no code. I have NO DESIRE to listen to all the static and crap that comes with HF'ing. I will state it again, I ENJOY FM and the clean sound of a person talking right next to me instead of having to QUICK KEY and listen hard to try and hear what someone is saying though DX. I think that it is so hilarious that people such as yourself think that you are HIGHER then the other HAMS that only have their tech with no code rating and are on the airwaves enjoying the hobby. You HF'ers think that you are Gods in the ham world and that we are just peons. You are so full of it and need to learn that there is a place for everyone in this hobby. I chose to use the CLEAN SOUND of the IRLP to communicate to friends all around the world 24/7 (woops unless the power goes out) and that is the way that I will keep it. There is a reason that the FCC is going to drop code. It is like the ole timers who fly, they don't want to change to a glass cockpit or even a GPS in their plane even though it makes flying easier and gives you more situational awareness when you are IMC. So take that and chomp on it a little. When this Yahoo Group was formed, it said FLYING and HAM. I am both so don't try and push your weight around being the BIG HF'er. I can talk around the world as well so get over it. I am a ham just as you are a ham. OH, by the way, HOW MANY RATINGS and CLASSES and TYPES do you have on YOUR FAA LICENSE??
Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 11:42 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

At least most of them checked in but I know you didn't, and I would be willing to bet that you are going to be one of those that want to fight to be first in line to upgrade IF and WHEN they drop the code requirement. Reading what you are saying here is day-Shae-view of me before I decided to learn the code, to proud to admit that I was TO LAZY to learn the code, so sleep on that one and then rest your case. ~~~Jim -K9ARO

David Vincent <sddave@...> wrote:

NO THANKS, I enjoy the FM sound, Crystal clear audio, NOT SCRATCHY. No HFing for me, EXCEPT in NICE CLEAR SOUND, FM, not AM and STATIC. OH, by the way, I read on one of the posts that there were people who had a hard time checking into the net because they had LIGHTNING interfering

in them hearing. HUMMMMM.. guess what, I have two letters for them..... F M..... I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 6:57 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

All three have there place in the spotlight but you need to get a General ticket to find out about HF, so until then don't put it down. Go study the code and don't wait for them to drop it. I used to say I couldn't learn it but I did and so can you, so go for it.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE RIGHT""""" You can get somewhere and only then. IRLP is 24/7 and in FM.. I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
sddave@... writes:

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to
get over to Australia and I'm talking to a REPEATER that then puts my
signal down to a computer that changes it to a digital packet and sends
it to the computer in Australia in which it then turns the digital
packets back into analog and OUT A TRANSMITTER on a REPEATER site in
Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK
mixed up with the IRLP. It would be nice for you to get your
information right before you state INACCURATE FACTS.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco
_____

Blab-away for as little as 1¢/min. Make PC-to-Phone
<http://us.rd.yahoo.com/mail_us/taglines/postman2/*http://us.rd.yahoo.co
m/evt=39663/*http://voice.yahoo.com> Calls using Yahoo! Messenger with
Voice.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco
_____

Yahoo!
<http://us.rd.yahoo.com/mail_us/taglines/postman3/*http://us.rd.yahoo.co
m/evt=39666/*http://beta.messenger.yahoo.com> Messenger with Voice.
PC-to-Phone calls for ridiculously low rates.

_____

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<http://docs.yahoo.com/info/terms/> Service.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
<http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif>

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

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PC and save big.

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---

240. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 18:58:54 UTC
From: Mark@n6ea.com
Topic: 184 Message: 240

Yikes,

Just goes to show, if it's a ham related forum a flame war will likely insue.

Very sad indeed... :-(

Mark N6EA

-----Original Message-----
From: David Vincent [mailto:sddave@...]
Sent: Wednesday, March 29, 2006 9:21 AM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

HEY JIM, read my lips, I will never be an HF'er. You can enjoy the static. The invention of the IRLP came out and that is why I got my TECH with no code. I have NO DESIRE to listen to all the static and crap that comes with HF'ing. I will state it again, I ENJOY FM and the clean sound of a person talking right next to me instead of having to QUICK KEY and listen hard to try and hear what someone is saying though DX. I think that it is so hilarious that people such as yourself think that you are HIGHER then the other HAMS that only have their tech with no code rating and are on the airwaves enjoying the hobby. You HF'ers think that you are Gods in the ham world and that we are just peons. You are so full of it and need to learn that there is a place for everyone in this hobby. I chose to use the CLEAN SOUND of the IRLP to communicate to friends all around the world 24/7 (woops unless the power goes out) and that is the way that I will keep it. There is a reason that the FCC is going to drop code. It is like the ole timers who fly, they don't want to change to a glass cockpit or even a GPS in their plane even though it makes flying easier and gives you more situational awareness when you are IMC. So take that and chomp on it a little. When this Yahoo Group was formed, it said FLYING and HAM. I am both so don't try and push your weight around being the BIG HF'er. I can talk around the world as well so get over it. I am a ham just as you are a ham. OH, by the way, HOW MANY RATINGS and CLASSES and TYPES do you have on YOUR FAA LICENSE??
Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 11:42 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

At least most of them checked in but I know you didn't, and I would be willing to bet that you are going to be one of those that want to fight to be first in line to upgrade IF and WHEN they drop the code requirement. Reading what you are saying here is day-Shae-view of me before I decided to learn the code, to proud to admit that I was TO LAZY to learn the code, so sleep on that one and then rest your case. ~~~Jim -K9ARO

David Vincent <sddave@....com> wrote:

NO THANKS, I enjoy the FM sound, Crystal clear audio, NOT SCRATCHY. No HFing for me, EXCEPT in NICE CLEAR SOUND, FM, not AM and STATIC. OH, by the way, I read on one of the posts that there were people who had a hard time checking into the net because they had LIGHTNING interfering in them hearing. HUMMMMM.. guess what, I have two letters for them..... F M..... I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 6:57 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

All three have there place in the spotlight but you need to get a General ticket to find out about HF, so until then don't put it down. Go study the code and don't wait for them to drop it. I used to say I couldn't learn it but I did and so can you, so go for it.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

EXCEPT YOU FORGOT THE MAIN THING ABOUT HF. """"IF CONDITIONS ARE RIGHT""""" You can get somewhere and only then. IRLP is 24/7 and in FM.. I rest my case.

Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Jim Walsh
Sent: Tuesday, March 28, 2006 1:26 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

Evidently Pilot Dave, you don't know what ECHO link is as it has the capability of both computer or through repeater but both IRLP & ECHO Link are only good to certain spots in the world where HF is good anywhere.~~~Jim - K9ARO

David Vincent <sddave@...> wrote:

NOPE, Echolink is what you were talking about, using a computer and talking through a headset FROM your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a REPEATER, and from the repeater the signal gets captured into a computer that then sends the signal to WHERE EVER in the world that you tell it to VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via digital packets to that location, into the computer there, THEN OUT VIA ANALOG into a Transmitter close to where the computer is and then up to a mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE or Base unit that is listening there in the location you want to talk to. IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD and your HEADSET, THEN your statement would have been right.

See ya,
Pilot DAVE - Coronado

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
Sent: Tuesday, March 28, 2006 11:59 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

Isn't IRLP like Echolink? If not, my mistake.

In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time, sddave@... writes:

I guess you don't know what IRLP is. I use my MOBILE RADIO in my car to get over to Australia and I'm talking to a REPEATER that then puts my signal down to a computer that changes it to a digital packet and sends it to the computer in Australia in which it then turns the digital packets back into analog and OUT A TRANSMITTER on a REPEATER site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you have ECHOLINK mixed up with the IRLP. It would be nice for you to get your information right before you state INACCURATE FACTS.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ HYPERLINK "http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif"

Find Jim- K9ARO by Ham radio (click on link)
HYPERLINK "http://tinyurl.com/jmnco"http://tinyurl.com/jmnco

Blab-away for as little as 1¢/min. Make HYPERLINK "http://us.rd.yahoo.com/mail_us/taglines/postman2/*http://us.rd.yahoo.com/evt=39663/*http://voice.yahoo.com"PC-to-Phone Calls using Yahoo! Messenger with Voice.

"Make failure your teacher, not your undertaker."

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"http://us.i1.yimg.com/us.yimg.com/i/mesg/tsmileys2/29.gif"

Find Jim- K9ARO by Ham radio (click on link)
HYPERLINK "http://tinyurl.com/jmnco"http://tinyurl.com/jmnco

HYPERLINK
"http://us.rd.yahoo.com/mail_us/taglines/postman3/*http://us.rd.yahoo.co
m/evt=39666/*http://beta.messenger.yahoo.com"Yahoo! Messenger with
Voice. PC-to-Phone calls for ridiculously low rates.

YAHOO! GROUPS LINKS

* Visit your group "HYPERLINK
"http://groups.yahoo.com/group/Flying_Hams"Flying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK
"mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe"Flyi
ng_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK
"http://docs.yahoo.com/info/terms/"Yahoo! Terms of Service.

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

241. RE: [Flying_Hams] Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-29 19:24:10 UTC
From: gmas@inreach.com
Topic: 237 Message: 241

What...Dave... bet you take the 405 to the 605 then south to the 710 and then to the 91... just to get the paper from the front lawn in the morning..

For the guy asking... you need two jacks.. one is for the headset ear.. tip hot, barrel ground... and the other tip is mic audio, ring is push to talk and barrel ground... one is 1/4 inch phone jack. the other is a special plug that the telephone company used to use... strange aviation still uses them today... talk about old technology...

Make yourself a break out box and then you can go from one to the other.. but, remember... aircraft radios have a small voltage on the mic section.. they used to be carbon mic's now they use electrit... dynamic mics have to have a amp and a output transistor to deal with the system. And no modifying the system... their the FAA will bust you if you do... something about comm is necessary for flight safety... thing...

Tieing into your video camera... only requires a break out box from the recieve audio... as the audio out on most are all common through the intercom...

A good place to go see the schematic of the system is King Radio... they used to provide the manuals for installation and service... something along the lines of the KMA-24 would be a good starting point...

Hope this helps.. I am begining to wonder about Super Dave... (smile)

* I'll tell you what I did and it worked GREAT for me.... I use my HAM
* radio in the plane and a second one to receive with the attachment out
* of the earpiece and into the camera. I use an ICOM W32A on just 500 mw
* power on a freq you can chose while up in the air that won't effect
* anyone. THEN, I use just a very small radio that is pocket size that I
* can receive with and attach it to the camera. I have a set up in my
* David Clark headset that works great as well for picking up ALL
* CONVERSATION in the cockpit. I took my ICOM Headset and broke it apart
* and put BOTH the Earpiece as well as the Mic into my earpiece in the
* David Clark. It fit fine. I drilled a small hole to get the wires
* through the outside of the David Clark headset. It is very compact
* inside and works well without causing any bulging. SO, the final
* product, when I turn on the VOX setting of my W32A Icom and talk into my
* noise canceling David Clarks, or if someone in the place talks into
* their headset, it all goes through the intercom system in the plane for
* all to hear. GUESS WHAT, it also goes out the David Clark earpiece and
* RIGHT INTO the mic of the W32A and in turn transmits all this to the
* smaller handi talki that is attached to the Camera. It works great and
* all the external noise is cancelled out because the MIC is INSIDE the

* earpiece of the David Clark headset. It works great and the sound on
* the Camera track is fantastic.
*
* Take care,
* Pilot Dave - Coronado, CA Going flying now.. See ya
* KG6LYI
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of wd9ezk
* Sent: Wednesday, March 29, 2006 9:47 AM
* To: Flying_Hams@yahoogroups.com
* Subject: [Flying_Hams] Headset intercom wiring
*
*
* Does anyone have a schematic for a standard aircraft headset
* connector? I would like to pick the audio off and feed it to my video
* recorder so the cabin conversation is on tape. Any suggestions?
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* SPONSORED LINKS
* Craft
* <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
* +and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
* hobby Hobby
* <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
* by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
* I-knAA> and craft supply Ham
* <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
* nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio
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* YAHOO! GROUPS LINKS
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* * Visit your group "Flying_Hams
* <http://groups.yahoo.com/group/Flying_Hams> " on the web.
*
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* * To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com

* <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
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*
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service <http://docs.yahoo.com/info/terms/> .
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242. Headset

Yahoo group: Flying_Hams
Date: 2006-03-29 21:04:41 UTC
From: wd9ezk
Topic: 242 Message: 242

I am a little confused. Why did you put the icom headset speaker into the David Clark. The only thing I believe this would allow you to do is used the HT to listen to amateur calls. Is this correct. I think the mic alone would do what I am trying to do. Am I think along the correct lines?

243. RE: [Flying_Hams] Headset

Yahoo group: Flying_Hams
Date: 2006-03-29 21:27:01 UTC
From: David Vincent
Topic: 242 Message: 243
Attachments: 2 described; binary payloads are missing from this source WARC

YES, you have it correct. I also take my ICOM W32A with me in the plane to talk to friends on the HAM SIDE and in order to hear them back, I need the Earpiece that came with the ICOM headset ALSO in my headset, so that is why I have them BOTH in the headset so that the mic can pick up my noise canceling MIC and as I talk into that mic, it is also being sent via the DAVID CLARK headset speaker, right into the mic that I have placed there. When someone talks back to me on the handi talki, I am able to hear them in the headset from the earpiece that I also placed in there. Hope that isn't confusing, but to answer your question directly, YOU NAILED IT. Exactly.....

Thanks for asking,
Pilot Dave - Coronado, CA
KG6LYI
<http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Light Bulb

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of wd9ezk
Sent: Wednesday, March 29, 2006 1:05 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Headset

I am a little confused. Why did you put the icom headset speaker into the David Clark. The only thing I believe this would allow you to do is used the HT to listen to amateur calls. Is this correct. I think the mic alone would do what I am trying to do. Am I think along the correct lines?

YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams
<http://groups.yahoo.com/group/Flying_Hams> " on the web.

* To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service <http://docs.yahoo.com/info/terms/> .

<http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>

244. RE: [Flying_Hams] Headset

Yahoo group: Flying_Hams
Date: 2006-03-29 21:53:28 UTC
From: gmas@inreach.com
Topic: 242 Message: 244

Geee their Super dave.. you don't think you could do like the rest do and use the aux input for the intercom... some actually have a speaker outside the plane that you can even talk to the ground personel with... new high tech stuff that came out back in the 70 and 80's...

For the Hf radio... maybe that is where you quit reading... you can take the output of the radio and feed it into the aux input... where then you can control it... use the same headset... and also if you go from the audio panel you can select the output which can be fed back into most radios... as well as you can also then key the radio from the control yoke... so you don't have to be doing a workout and request 4 hands be attached...

too much fun... but, then again something about the ozarks... maybe that is why you only like VHF.. fm... Of course.. I wonder about how many conversations you suddenly appear on even on .52 when up in the air... is it true you get a lot of hate mail... from other hams when you do that...(grin)

Then again unless your being a pest and orbiting the other station with all that airplane noise... (calls being placed to the TSA about a terrorist circling.. or a pilot lost in space by the numbies on the ground) you will find that their range is real short... and that the reciever soon loses its signal... from the ground... as you move off... huh another benifit of HF... is the range... instead of line of sight... but, hey you have to put up with the crackle... just like the am radio the airplane has.. huh...

* YES, you have it correct. I also take my ICOM W32A with me in the plane
* to talk to friends on the HAM SIDE and in order to hear them back, I
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* Thanks for asking,
* Pilot Dave - Coronado, CA
* KG6LYI
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* On Behalf Of wd9ezk
* Sent: Wednesday, March 29, 2006 1:05 PM
* To: Flying_Hams@yahoogroups.com
* Subject: [Flying_Hams] Headset
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* * To unsubscribe from this group, send an email to:
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* <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
*
*
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service <http://docs.yahoo.com/info/terms/> .
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* <http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>
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245. RE: [Flying_Hams] Headset

Yahoo group: Flying_Hams
Date: 2006-03-29 22:05:38 UTC
From: gmas@inreach.com
Topic: 242 Message: 245

YES, you have it correct. Drilling holes in a headset runins the resale value... and voids the warrentteeeeeee... DC won't touch 'em ever again if you go modifying their products... besides all that metal whacking your ear when you stuff all that junk inside the headset... what a rats nest...

It call audio mixing... and yes the audio panel does that for you.. as well as you can select which ones you want and not... the buttons on the KMA 24 top are for the cabin speaker (pilot/co-pilot) the buttons on the bottom are for the headsets... most intercoms are wired into the headsets section... while the ships radios are able to select both or non... depending on how you have the audio panel toggled... you can have the audio sent to both also if that is what you want... (speaker and headset) it has its own mixing dual amp inside... while providing a termination for the different radios... not to hard to understand... you can see the same thing in the ARRL handbook also... very similar to what the audio panel has on board...

No I woldn't use the rubber ducky... won't work that good... besides the radio should be mounted down somewhere... so as not to become a flying brick if things go wrong... outside antennas work the best ... depending on how you are viewed by the recieving station... remember alu makes a good shield... so if the antenna is on the bottom.. and your turing... you will blank the antenna for almost half the turn..on top same thing just opposite amount... and no you can't run the coax to both at the same time... sorry...

hope this helps...

246. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 22:19:17 UTC
From: David Harris
Topic: 184 Message: 246

One phrase please:

As the french say:

Vive la difference! or to each their own.

Can we havea truce so this group doesn't turn into a battleground.

Mark@... wrote:

Yikes,

Just goes to show, if it's a ham related forum a flame war will likely insue.

Very sad indeed... :-(

Mark N6EA

-----Original Message-----
From: David Vincent [mailto:sddave@...]
Sent: Wednesday, March 29, 2006 9:21 AM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] HF NET TODAY!!

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FCC is going to drop code. It is like the ole timers who fly, they don't want to change to a glass cockpit or even a GPS in their plane even though it makes flying easier and gives you more situational awareness when you are IMC. So take that and chomp on it a little. When this Yahoo Group was formed, it said FLYING and HAM. I am both so don't try and push your weight around being the BIG HF'er. I can talk around the world as well so get over it. I am a ham just as you are a ham. OH, by the way, HOW MANY RATINGS and CLASSES and TYPES do you have on YOUR FAA LICENSE??
Pilot Dave - Coronado, CA KG6LYI

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Sent: Tuesday, March 28, 2006 11:42 PM

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See ya,
Pilot DAVE - Coronado

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From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of floridacyclist@...
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To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] HF NET TODAY!!

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"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

Blab-away for as little as 1?/min. Make PC-to-Phone Calls using Yahoo! Messenger with Voice.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.
--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

YAHOO! GROUPS LINKS

Visit your group "Flying_Hams" on the web.

To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+ countries) for 2?/min or less.

247. RE: [Flying_Hams] HF NET TODAY!!

Yahoo group: Flying_Hams
Date: 2006-03-29 22:31:17 UTC
From: gmas@inreach.com
Topic: 184 Message: 247

Remember its all supposed to be fun stuff... hmmmmm... even though we have
our differances... arguements are what make the world go round... besides
Super Dave is a funny guy... (sic)

* One phrase please:
*
* As the french say:
*
* Vive la difference! or to each their own.
*
* Can we havea truce so this group doesn't turn into a battleground.
*
* Mark@... wrote:
*
* Yikes,
*
* Just goes to show, if it's a ham related forum a flame war will likely
* insue.
*
* Very sad indeed... :-(
*
* Mark N6EA
*
*
*
* -----Original Message-----
* From: David Vincent [mailto:sddave@...]
* Sent: Wednesday, March 29, 2006 9:21 AM
* To: Flying_Hams@yahoogroups.com
* Subject: RE: [Flying_Hams] HF NET TODAY!!
*
*
* HEY JIM, read my lips, I will never be an HF'er. You can enjoy the
* static. The invention of the IRLP came out and that is why I got my
* TECH with no code. I have NO DESIRE to listen to all the static and
* crap that comes with HF'ing. I will state it again, I ENJOY FM and the
* clean sound of a person talking right next to me instead of having to
* QUICK KEY and listen hard to try and hear what someone is saying though
* DX. I think that it is so hilarious that people such as yourself think
* that you are HIGHER then the other HAMS that only have their tech with
* no code rating and are on the airwaves enjoying the hobby. You HF'ers
* think that you are Gods in the ham world and that we are just peons.
* You are so full of it and need to learn that there is a place for
* everyone in this hobby. I chose to use the CLEAN SOUND of the IRLP to
* communicate to friends all around the world 24/7 (woops unless the

* power goes out) and that is the way that I will keep it. There is a
* reason th!
* at the
* FCC is going to drop code. It is like the ole timers who fly, they don't
* want to change to a glass cockpit or even a GPS in their plane even
* though it makes flying easier and gives you more situational awareness
* when you are IMC. So take that and chomp on it a little. When this
* Yahoo Group was formed, it said FLYING and HAM. I am both so don't try
* and push your weight around being the BIG HF'er. I can talk around the
* world as well so get over it. I am a ham just as you are a ham. OH, by
* the way, HOW MANY RATINGS and CLASSES and TYPES do you have on YOUR FAA
* LICENSE??
* Pilot Dave - Coronado, CA KG6LYI
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On
* Behalf Of Jim Walsh
* Sent: Tuesday, March 28, 2006 11:42 PM
* To: Flying_Hams@yahoogroups.com
* Subject: RE: [Flying_Hams] HF NET TODAY!!
*
*
* At least most of them checked in but I know you didn't, and I would be
* willing to bet that you are going to be one of those that want to fight to
* be first in line to upgrade IF and WHEN they drop the code requirement.
* Reading what you are saying here is day-Shae-view of me before I decided
* to learn the code, to proud to admit that I was TO LAZY to learn the
* code, so sleep on that one and then rest your case. ~~~Jim -K9ARO
*
* David Vincent <sddave@...> wrote: NO THANKS, I enjoy the FM
* sound, Crystal clear audio, NOT SCRATCHY. No HFing for me, EXCEPT in NICE
* CLEAR SOUND, FM, not AM and STATIC. OH, by the way, I read on one of the
* posts that there were people who had a hard time checking into the net
* because they had LIGHTNING interfering in them hearing. HUMMMMM.. guess
* what, I have two letters for them..... F M..... I
* rest my case.
*
* Pilot Dave - Coronado, CA KG6LYI
*
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On
* Behalf Of Jim Walsh
* Sent: Tuesday, March 28, 2006 6:57 PM
* To: Flying_Hams@yahoogroups.com
* Subject: RE: [Flying_Hams] HF NET TODAY!!
*
*
* All three have there place in the spotlight but you need to get a General

* ticket to find out about HF, so until then don't put it down. Go study the
* code and don't wait for them to drop it. I used to say I couldn't learn it
* but I did and so can you, so go for it.~~~Jim - K9ARO
*
* David Vincent <sddave@...> wrote: EXCEPT YOU FORGOT THE MAIN
* THING ABOUT HF. """"IF CONDITIONS ARE RIGHT""""" You can get somewhere
* and only then. IRLP is 24/7 and in FM.. I rest my case.
*
* Pilot Dave - Coronado, CA KG6LYI
*
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On
* Behalf Of Jim Walsh
* Sent: Tuesday, March 28, 2006 1:26 PM
* To: Flying_Hams@yahoogroups.com
* Subject: RE: [Flying_Hams] HF NET TODAY!!
*
*
* Evidently Pilot Dave, you don't know what ECHO link is as it has the
* capability of both computer or through repeater but both IRLP & ECHO Link
* are only good to certain spots in the world where HF is good
* anywhere.~~~Jim - K9ARO
*
* David Vincent <sddave@...> wrote: NOPE, Echolink is what you
* were talking about, using a computer and talking through a headset FROM
* your computer. IRLP STILL USES the HANDI TALKI or your Mobile to get to a
* REPEATER, and from the repeater the signal gets captured into a computer
* that then sends the signal to WHERE EVER in the world that you tell it to
* VIA your KEYPAD on your HANDITALKI or MOBILE and then that signal goes via
* digital packets to that location, into the computer there, THEN OUT VIA
* ANALOG into a Transmitter close to where the computer is and then up to a
* mountain top where the REPEATER IS and then into the HANDI TALKI or MOBILE
* or Base unit that is listening there in the location you want to talk to.
* IT ISN"T ECHOLINK which ONLY USES A COMPUTER for it's hook up and NO
* HANDITALKI or MOBILE OR BASE, your BASE STATION IS THE COMPUTER KEYBOARD
* and your HEADSET, THEN your statement would have been right.
*
* See ya,
* Pilot DAVE - Coronado
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On
* Behalf Of floridacyclist@...
* Sent: Tuesday, March 28, 2006 11:59 AM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] HF NET TODAY!!
*

*
* Isn't IRLP like Echolink? If not, my mistake.
*
* In a message dated 3/28/2006 2:56:24 PM Eastern Standard Time,
* sddave@... writes:
* I guess you don't know what IRLP is. I use my MOBILE RADIO in my car
* to get over to Australia and I'm talking to a REPEATER that then puts
* my signal down to a computer that changes it to a digital packet and
* sends it to the computer in Australia in which it then turns the
* digital packets back into analog and OUT A TRANSMITTER on a REPEATER
* site in Australia. SO I AM NOT TYPING ON A KEYBOARD. I think you
* have ECHOLINK mixed up with the IRLP. It would be nice for you to get
* your information right before you state INACCURATE FACTS.
*
*
*
*
*
* "Make failure your teacher, not your undertaker."
*
* 73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
*
* Find Jim- K9ARO by Ham radio (click on link)
* http://tinyurl.com/jmnco
*
*
*
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*
*
* ---------------------------------
* Blab-away for as little as 1?/min. Make PC-to-Phone Calls using Yahoo!
* Messenger with Voice.
*
*
*
* "Make failure your teacher, not your undertaker."
*
* 73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ
*
* Find Jim- K9ARO by Ham radio (click on link)
* http://tinyurl.com/jmnco
*
*
*
*
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*
*
* ---------------------------------
* Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low
* rates.
* --
* No virus found in this incoming message.
* Checked by AVG Free Edition.
* Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006
*
*
*
*
* ---------------------------------
* YAHOO! GROUPS LINKS
*
*
* Visit your group "Flying_Hams" on the web.
*
* To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
*
* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.
*
*
* ---------------------------------
*
*
*
* --
* No virus found in this outgoing message.
* Checked by AVG Free Edition.
* Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006
*
*
*
*
* ---------------------------------
* Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+
* countries) for 2?/min or less.

248. Re: Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-29 23:00:56 UTC
From: Bill Buoy
Topic: 237 Message: 248

Hi, John;
Check the files section for an adapter I built to record the cockpit audio - it is very simple to build and drops the earphone audio level down to microphone levels suitable for most small recorders such as the Olympus. I tried it once on my video camera at home to test the levels, worked fine.
In an earlier version, I picked up a 1/4" headset 'Y' adapter, a 1/4" phone plug, and a 6 foot 1/8" stereo extension cable. I assembled the resistors in the shell of the phone plug, using small heatshrink for insulation. I cut one end of the extension cable off and wired that to the free end of the resistors.
I sold a couple of these at the FBO where I was taking instruction, but could never get enough of them produced at a cost that I could sell them at a profit.
73, and keep the clean side up.
Bill
N5BIA
PPASEL

--- In Flying_Hams@yahoogroups.com, "wd9ezk" <wd9ezk@...> wrote:
>
> Does anyone have a schematic for a standard aircraft headset
> connector? I would like to pick the audio off and feed it to my video
> recorder so the cabin conversation is on tape. Any suggestions?
>

249. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-29 23:40:51 UTC
From: David Harris
Topic: 159 Message: 249

I'm not a pilot so please don't bite my head off, but if he was right seat and his father let him fly, even though he wasn't PIC, would the right seat hours be loggable or would he have to be a CFI?

Just curious,

David

gmas@... wrote:
Yes I did read your post... thanks... and my comment was that you surly would disagree with your dad and his instructions... and he being one of those USMC type one each... would probably have knocked the snott out of you twice... once for back taking to him and not doing what he said.. and the second time for making sure you remember the first time.....

Well clearly us others... that have over 20,000 hrs flying with a majority of the time in instructing...and came from the USAF... Ya...we delivered the Jar heads so they can say they are first in... (gee wonder how they got their...FM?...) we just can't hold a candle to your instruction you got... some of us had to do it the hard way... on our own... that and a good book with ma nature and the school of hard knocks.. (flying at 15 was illegal as heck but, hey we were up to the challenge ... after all the desert was big place with lots of room to fly in... and no one was out their... except jack rabbits... and snakes... and yes we flew for two years without a license till we got busted... then we had to do it the right way... and the adventure contenued... but, by then we had lots of practice patching up the plane and ourself...(bunch of broken parts on both) and our natural ability to fly...got better... why we didn't get killed... must be the 9 lives pilots have... I know I used at least 6 of 'em learning)
... but, then again neither did curtis, yegar and some of the others that went on to be outstanding aviators... (yes I know him well) How many different kinds of planes have I flown...in my 40 some years... ahhhh... lost track... but a lot of 'em... more than you can count on both your fingers and toes...twice... for sure... but, I still have a soft spot for that old champ... with the old 2 cycle drone engine for power... (what regulations... we knew one end of a wrech from the other... besides... had lots of wooden surplus props that were sold for clocks... that still worked great... just never told anyone... grin...

In the old days the check rides were with the FAA people... (they really impressed the heck out of me... when I went for my license... scared stiff but, flew well)... then they changed to the DCRI's ... and he went out with you to do some work.. if he thought you were a nice guy and knew what you were talking about.. (My last check ride lasted less than 20 min as we came back and he signed it off) did a good takeoff and landing... he

signed you off... NOT TODAY... now they have to go out and check everything off that you did it in the check ride book...

Again you didn't get my point on logging time.. .you don't have 5000 hrs of logable time before you got your license... it doesn't count... you were a pax in the plane legally... your father who was PIC did... when you got your Student license... from the Doc... then the clock started... so in reality you have less than 15,000 if your counting the 5K you had before that moment in time... sorry...

It would be like me saying I got time this last week when I flew on United to the east... setting in the back of the 777... ya I logged 22 hours.. where is my book... attt wrong answer... I rode in the airplane for 22 hours... same as yours...

My point being.. Yes I agree that you can get some very good experiance... and exposure to flying by riding around with anyone.. if your alert and paying attention... and his showing you the ropes so to speak... were educational... but, other than that...

sorry... I don't even agree with you about the USMC being the best pilot thing... for that branch of the service... ahhh USAF rules... grin... you know I had to say that... about the only other branch that comes close is NAVY... but, then again they consistantly hold 2nd place... and you guys... well 4th isn't bad... least your in the top 5 contenders... :) grin...

Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see the blue angels and the thunderbirds... nope no J's flying sorry... WohoooHaaa..

:) :) :)

* GMAS, obviously you didn't read my post. Item one. My dad taught me..
* Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs
* while flying from the RIGHT SEAT with y dad and NO, I couldn't use those
* hours Legally. I was just trying to prove a point about getting quite a
* bit of instruction as well as learning a LOT MORE then any CFI could
* ever teach me by the time I was READY for othe CFI in order to get my
* Ticket. YEP, I had to get the required 40 hours as well as all the
* other things you outlined in your F.A.R. section. I took my check ride
* at 40 hours by by the way. Yes, the final section about the Instrument
* rating, I STARTED my training with a CFII the day after I got my PPL. I
* was already capable of taking the CHECKRIDE that next day as shown to
* the Designated Examiner. He quized me on several questions about
* instrument flying and even asked me if I would be willing to do an
* instrument approach for him AFTER the final section of the PPL Checkride
* and I did. He said I would have no problem. AND then I had to take the
* required 40 hours of instruction for my Instrument training.
*

* All I was saying is that if you have a father who is VERY PROFICIENT at
* flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* has ever had, then you have the opportunity to learn quite a bit.. That
* was my case.
*
* OH, by the way, if you would like to see a Distinguished career from
* someone who just about all the military pilots know, Look in WHO's WHO
* in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* you come up with....
*
* See ya,
* Pilot Dave - (the WELL TRAINED SON) Coronado
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 11:45 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* David... ahhhh are you sure about your posting... are we talking the
* same here...
*
* * your dad taught you... think you would say something bad about him and
* not get the snott knocked out of you.. hmmm
* * instructor had 400 flight hours... really... hmmmm...
* * you took instruction at 16.. you had no real logged flight time .. you
* rode around with him for 5,000 hrs.. ??? sure you were PIC... ???
* Right or left makes no difference...
* * you can't count that 5,000 air time.. legally... sorry... even for
* your next rating... till you get a license... then only does it count if
* your PIC... or a instructor (who can also claim dual time with a
* student)
* * Ok lets see if we got this right... you got your private license and
* the next day you got your instrument rating... ahhhhh... you started
* your inst. training...
* * 40 years ago most helo pilots in VN only had a couple hundred hours
* flying time...
* * 40 years ago people took responsibility for their own actions...
* today... its not their fault... and someone else responsibility.. that
* didn't teach 'em right... things have changed since the Me/My
* generation came out...
*
*
*
* Here is what is The FAR's ...
*
*
*

* You need 50 hours of Pilot In Command cross-country time (defined as a
* landing at a point more than 50NM from the original point of departure).
* some cross-country time meeting the IFR cross-country requirements,
*
* You'll need 40 hours of actual or simulated instrument time. This time
* doesn't have to be with an instructor though, you can use an
* appropriately rated safety pilot to build this time.
*
* You'll need 15 hours of training from a CFI-I.
*
* You need to complete a dual cross-country flight under IFR.
*
* The details are all in 14 CFR Part 61.65.
*
*
* Sorry...
*
*
* But, what does it prove to have a 6 year old learn how to fly... ???
* media stunt...gone wrong... parent ego attack... and a unsafe sky... to
* let them take the controls ... even with a dad... sitting their... and
* what stress is the kid under that is suddenly placed in a situation...
* Bang the engine goes... or they hit a bird ... while good old dad is
* asleep at the switch... it really is child endangerment when they are
* expected to perform at that age... you can't tell me that a 6 year old
* or even a 11 year old will know the difference between fun and safety...
* and I don't think much of the parent who puts their kid in that
* situation... its not a game up their... I quite frankly would like to
* see the PIC's license pulled for giving the controls over to such a
* youngster...
*
*
* Would you let them drive your car down the freeway... or hand them a
* loaded gun... and say shoot... hmmmm... didn't think so... heck they
* can't even reach the rudder pedals and look over the dash at the same
* time... they.. just too short... unless you make some reallllllyyyyy big
* adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* think I hear the people in the back requesting parachutes ....
* something about bailing out... :)
*
*
* learning from your dad is great.. and I respect that..... I think
* eveyones dad did the same... even if they didn't fly...
*
*
* Nothing can beat a good instructor... especially ones that have lots of
* hours ... or military instruction time... but, I don't know any that can
* live on 20 bux a hour 3 or 4 days a week... Most use flight instructing
* now a days for a stepping stone to move on into the ATP and commercial
* airlines... I also find that if a student is good.. he doesn't give

* up... during the flight right up to the point where I tell 'em nice
* try... I've got it... and when we get back we go over what was wrong..
* so the next time he is able to have the plan in his mind as what to
* do... and make it happen... If students don't make mistakes.. they
* aren't learning... and a bad instructor is one that always takes over
* when things are not working out right... students then depend on the
* instructor to bail 'em out... on the little things... and I chuckle
* thinking about some of the students I have had... that really at first I
* thought should give it up... but, they kept being a pest... hammering
* away.. and then one day.. I was impressed... as the student became the
* master... a responsible thinking professional pilot... with confidence
* and abilities above reproach... grin...
*
*
*
*
*
*
*
*
*
*
*
* David Vincent wrote:
*
*
*
* I dissagree with this post about age. I was able to take my first
* flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to
* fly. When I was 12 years old, I was flying instruments and was also
* introduced to acrobatics. When it came time for me to move to the LEFT
* SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* instructor at 17. My father had taught me well and I learned a WHOLE
* LOT from him. It is very ironic that there are so many instructors out
* there who only have a few hundred hours and they are teaching. My
* instructor I had back 40 years ago only had 400 hours. By the time I
* took my instruction at 16, I had already amassed 5,000 hours of air time
* with my father. I was able to fly the plane on most flights from the
* right seat obviously.. BUT, I still kept the air time even though it
* isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* time when I got my Private pilots license. I then took my Instrument
* training the day after I got my Private pilots license as my father had
* taught me just about everything that you can learn about instruments
* when I was 13 years old. I was flying complete approaches as well as
* holding maneuvers etc....
*
* The long story short, if you have a GREAT instructor, one who has MANY
* 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I
* think that the number of hours needed to become a CFI, Certified Flight
* Instructor should be a whole lot more then it is. I was also teaching
* the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of

* before. Again, I got all my training from my father who was a Marine
* Fighter pilot and wanted to teach all of us well so we didn't get any
* bad habits and would learn to fly the plane and not let some controller
* who probably has never flown put us into a mountain because he forgot us
* or something like that.
*
* For the little 12 year old who is taking flying lessons, you know you
* can go out and get flight sim 2004 and fly a 172 cessna and set it up
* for realism, just like you are flying the real thing and you will learn
* very quickly how to fly it. You just take the lessons offered on the
* FS2004 and you will be a very good pilot. It has been proven time and
* time again that you should be able to take your Private Pilot Flight
* exam by someplace just over 40 hours instead of the usual 60-70 which
* seems to be the nationwide average.
*
* The above is just my opinion. I have flown over 95 different types of
* aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* Instrument, Commercial and Type rated in several different jets. I have
* been flying for over 38 years now and have over 19,000 hours.
*
* SO, I guess to teach a young 6 year old and up how to fly isn't as
* dangerous as this guy is saying.
*
* Take care and happy flying,
* Dave in Coronado, CA
*
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 7:55 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* Well... its kinda not definable... as you have to take into
* consideration weights and day temps, wind, humidity.. surfaces, and
* altitude of the field... etc... so their is really no Vspeed for the 172
* that is defined.. as to short field rotation... and approach speed...
* its the normal, flaps up, down speeds... thus be it grass or hard
* surface... Vr is 55-6 kts...
*
* Of course flaps settings will change speeds due to the setting of
* them... cessna uses a flap that also adds lift to the plane when less
* that 15 deg... but, go past that and they add drag... however, you have
* again a variable... and that is the angle of attack that the plane is
* experiencing at the time.. which figures into the flap L/D/S ratio...
*

* Most of the Vspeeds are
*
* Vr 55Kts
* 50 ft obstacle... 56kts over trees etc... and also soft field
* Vx is 60 kts
* Vy is 76 kts
* and your V best Glide... speed is 65Kts
* Va 99Kts
*
* Now normal landing approach speed are 70Kts (ya right... most fly it
* around 80Kts...)
* and if you have to go around its 55Kts... depending on the loading and
* factors. But, that is right on the money kind of flying.. and most
* don't get that good... even ATPs put in cessna 172 don't get that
* good... only test pilots get that good... and then they don't use a
* cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
* been bounced around for how many hours.. and lost its accuracy... .
*
* Now.. one thing I should point out here... as you can see the speeds are
* all within a knot or two of each other... so what most do is hold at or
* above that speed within a few kts... (actually about 1.3 Vso)
*
* If you look in the POH you will find the take off and landing data
* listed... which accounts for wind, temp and altitude... and for a design
* weights...
*
* So I wouldn't go dialing in numbers for grass field rotation.. and here
* is why... the planes wing will develop the lift at the speed listed.. be
* it on grass, dirt or paved... so Vr is Vr no matter what you are taking
* off of... and remember its not the ground speed... it is the air speed
* that the wing sees...
*
* Again in the POH you will find a cessna graph.. that shows for what
* weight... and distance it will glide at what speed...
*
* Go by the POH... and then when you get in the plane.. (no two are made
* the same) use the numbers as guidelines.. and/or throw the pages out..
* and come up with your own for that plane.... as when you flying the
* plane you develop the ability to feel when the plane is ready to fly...
* after all your not a instrument pilot .. yet... so don't dial in numbers
* that you shouldn't be playing with yet... student pilots usually do
* good if they can hold plus or minus 10 kts... on any maneuver...
*
* What is more important is to recognize when the wing is going to
* stall... and the feeling, sounds and input sensory of this... About
* all he needs to know right now is the planes stall speed with and
* without flaps... and from their... the rest is above those numbers...
* Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* those are again reference speeds... the only other one that is
* important is the Vne.. as most students get up around that speed once

* in their lifetime... most never see ideal cruse speed however... but
* again.. the feeling for the plane.. changes... and that is what one
* learns...
*
* NOW FOR THE BAD NEWs
*
* Its good to know that a 11 year old is learning to fly... but,... we
* don't recommend it... schooling and making models. learning about the
* physics of flight .. fine.. but, he can't get his license till he is old
* enough.. and we have all seen ... to often parents that allow/push their
* kids into flying planes... the last one was a little girl who spun in
* and killed everyone on board... on take off in Co. Flying is not a
* game .. or a toy.. or like computers... you can't hit the reset button
* and get up out of the hole you made... and too many parents think Johnny
* is so great when he is learning to fly at age 7... and while its
* nice... again... if you check the legal issues... and the age limit...
* it applies... for a reason... Its nice to be proud of the kids
* accomplishments... however its not a media hipe... social order thing...
* all to often it ends up the parent gets upset because the kid got
* killed.. and now wants to sue the instructor for allowing it... atttt
* not happening... most of the family courts turn it back to the parents
* as child endangerment... now...
*
* I say this to keep the thrill alive... as I had a friend who was a
* instructor... and took on a 10 year old kid... because Johnny wanted to
* learn to fly... you go teach him.. we'll pay... its is his dream.. they
* said... He had a little cessna 120.. that he used to fly... notice I
* say he used to fly... seems after the second lesson the kid went to
* school and bragged about going out and how he was playing top gun...
* doing things that only could be seen in the movies... but, never the
* less... the kid continually disrupted the class.. with his... wild
* flying... the teacher sent the kid to the school nurse ... with a note
* that she thought the kid was traumatized... the nurse agreed and sent
* the kid home... telling the parents that he was so bad that he only
* could keep taking about how scary the flight was... so as to impress the
* others... with his ... achievements... the school sent him home and
* would n't let him come back till after the doctor said he was normal
* again... the school contacted the child abuse people... who then went
* to the parents and hauled them into court.. for endangering their kids
* life... now you know what happened... next to save themselves...
*
* Well the parents got a lawyer... and he went and got some quack
* doctor... to certify that the reason
* the kid was this way was because the instructor did it... guess who got
* sued big time... and used to fly a cessna 120... even though he was one
* of the best instructor around... and never did what the kid bragged at
* school he did... the kid lived a lie... the parents backed him up to
* save themselves.... heck the defense proved that the little cessna
* could not do half of what the kid said he did... and still the judge
* sided with the kid... and awarded the money...

*
* So with that in mind... I would never take a person under age on any
* flight... and I notice that CAP doesn't either after they experienced
* some of the same suits...
*
* I think its great that your son is wanting to learn how to fly... and
* your lucky to find a instructor to take him on... most of the ones that
* I know.. wouldn't... and most advised the parents who said.. oh yes
* we'll sign a consent form... for johnny... ahhhh doesn't fly either...
* you can't sign someone else's rights away... so the court has shown...
* nope.. I would rather see him get his teething on flying by getting into
* RC planes of something else less threating... and when he gets to be 17
* and responsible for his actions... then give him the money to go learn
* how to fly...
*
* As a parent you also want to think about the liability if he got
* distracted and hit a airliner or another plane... under age your still
* responsible... for his actions... that should keep you up at night...
*
* flying is not a game nor a toy... the people who made mistakes are not
* here to tell you about it... however... they are dead... Flying is
* basically risk management... ya lose.. your dead...
*
* sorry to burst your balloon...
*
* Keep the greasy side down... and the pointy side forward...
*
*
*
*
* wd9ezk wrote:
*
*
* My eleven year old son,(KC9BLC) is taking flying lessons, and since I
*
* am not a pilot I am not much help. He is learning the "V speeds" for
*
* a Cessna C-172R and I can not find a definition for the following V
*
* speeds. We think we know after talking to several pilots but they
*
* were not even sure!
*
*
*
* This is what we have.
*
*
*
* Vrsf 55 for a short field rotation

*
* Vsfa 62 for a short field approach
*
* Vgld 65 we think its the same as Vg Best Glide speed
*
*
*
* We would appreciate anyone responding with an answer that they are
*
* sure is correct.
*
*
*
* Thanks
*
*
*
*
*
*
*
*
*
*
*
*
*
*
*
* Yahoo! Groups Links
*
*
*
* http://groups.yahoo.com/group/Flying_Hams/
*
*
*
* Flying_Hams-unsubscribe@yahoogroups.com
*
*
*
* http://docs.yahoo.com/info/terms/
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YAHOO! GROUPS LINKS

Visit your group "Flying_Hams" on the web.

To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.

250. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-29 23:47:36 UTC
From: David Vincent
Topic: 159 Message: 250

Hi David,
When I was UNDER 17 and flying in the right seat with my father I learned how to fly, but he was NOT a CFI. I was NOT able to log the time, EVEN THOUGH I did log it for my purposes to see how many hours I would get before I actually got my license. I had stated earlier that I had logged about 5,000 approximately but those hours weren't able to be included with my LEGAL HOURS that I have logged since I have got my Private Pilots License. If there is a student in the left seat and there is a CFI in the right seat, then the hours are able to be logged but ONLY as DUAL TIME because the student can't log time as PIC until he gets his PPL. The CFI in the aircraft is actually the PIC, that is Pilot in Command and in charge of the flight.

See ya,
Pilot Dave - Coronado, CA KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of David Harris
Sent: Wednesday, March 29, 2006 3:41 PM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] flying is not for .. kids...

I'm not a pilot so please don't bite my head off, but if he was right seat and his father let him fly, even though he wasn't PIC, would the right seat hours be loggable or would he have to be a CFI?

Just curious,

David

gmas@... wrote:

Yes I did read your post... thanks... and my comment was that you surly would disagree with your dad and his instructions... and he being one of those USMC type one each... would probably have knocked the snott out of you twice... once for back taking to him and not doing what he said.. and
the second time for making sure you remember the first time.....

Well clearly us others... that have over 20,000 hrs flying with a majority
of the time in instructing...and came from the USAF... Ya...we delivered
the Jar h! eads so they can say they are first in... (gee wonder how they
got their...FM?...) we just can't hold a candle to your instruction you

got... some of us had to do it the hard way... on our own... that and a good book with ma nature and the school of hard knocks.. (flying at 15 was
illegal as heck but, hey we were up to the challenge ... after all the desert was big place with lots of room to fly in... and no one was out their... except jack rabbits... and snakes... and yes we flew for two years without a license till we got busted... then we had to do it the right way... and the adventure contenued... but, by then we had lots of practice patching up the plane and ourself...(bunch of broken parts on both) and our natural ability to fly...got better... why we didn't get killed... must be the 9 lives pilots have... I know I used at least 6 of 'em learning)
... but, then again neither did curtis, yegar and some of the others t! hat went on to be outstanding aviators... (yes I know him well) How many different kinds of planes have I flown...in my 40 some years... ahhhh... lost track... but a lot of 'em... more than you can count on both your fingers and toes...twice... for sure... but, I still have a soft spot for that old champ... with the old 2 cycle drone engine for power... (what regulations... we knew one end of a wrech from the other... besides... had lots of wooden surplus props that were sold for clocks... that still worked great... just never told anyone... grin...

In the old days the check rides were with the FAA people... (they really impressed the heck out of me... when I went for my license... scared stiff
but, flew well)... then they changed to the DCRI's ... and he went out with you to do some work.. if he thought you were a nice guy and knew what
you were talking about.. (My last check ride lasted less than 20 min as we
came back and he signed! it off) did a good takeoff and landing... he signed you off... NOT TODAY... now they have to go out and check everything off that you did it in the check ride book...

Again you didn't get my point on logging time.. .you don't have 5000 hrs of logable time before you got your license... it doesn't count... you were a pax in the plane legally... your father who was PIC did... when you got your Student license... from the Doc... then the clock started...
so in reality you have less than 15,000 if your counting the 5K you had before that moment in time... sorry...

It would be like me saying I got time this last week when I flew on United
to the east... setting in the back of the 777... ya I logged 22 hours.. where is my book... attt wrong answer... I rode in the airplane for 22 hours... same as yours...

My point being.. Yes I agree that you can get some very good experiance...
and exposure to flyin! g by riding around with anyone.. if your alert

and
paying attention... and his showing you the ropes so to speak... were
educational... but, other than that...

sorry... I don't even agree with you about the USMC being the best pilot
thing... for that branch of the service... ahhh USAF rules... grin...
you
know I had to say that... about the only other branch that comes close
is
NAVY... but, then again they consistantly hold 2nd place... and you
guys... well 4th isn't bad... least your in the top 5 contenders... :)
grin...

Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see
the blue angels and the thunderbirds... nope no J's flying sorry...
WohoooHaaa..

:) :) :)

* GMAS, obviously you didn't read my post. Item one. My dad taught
me..
* Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* recall. Item THREE. I said in my post th! at I COULDN"T LOG THE TIME
* PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000
hrs
* while flying from the RIGHT SEAT with y dad and NO, I couldn't use
those
* hours Legally. I was just trying to prove a point about getting quite
a
* bit of instruction as well as learning a LOT MORE then any CFI could
* ever teach me by the time I was READY for othe CFI in order to get my
* Ticket. YEP, I had to get the required 40 hours as well as all the
* other things you outlined in your F.A.R. section. I took my check
ride
* at 40 hours by by the way. Yes, the final section about the
Instrument
* rating, I STARTED my training with a CFII the day after I got my PPL.
I
* was already capable of taking the CHECKRIDE that next day as shown to
* the Designated Examiner. He quized me on several questions about
* instrument flying and even asked me if I would be willing to do an
* instrument approach for hi! m AFTER the final section of the PPL
Checkride
* and I did. He said I would have no problem. AND then I had to take
the
* required 40 hours of instruction for my Instrument training.
*
* All I was saying is that if you have a father who is VERY PROFICIENT
at
* flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* has ever had, then you have the opportunity to learn quite a bit..

That
* was my case.
*
* OH, by the way, if you would like to see a Distinguished career from
* someone who just about all the military pilots know, Look in WHO's WHO
* in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* you come up with....
*
* See ya,
* Pilot Dave - (the WELL TRAINED SON) Coronado
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 11:45 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* David... ahhhh are you sure about your posting... are we talking the
* same here...
*
* * your dad taught you... think you would say something bad about him
and
* not get the snott knocked out of you.. hmmm
* * instructor had 400 flight hours... really... hmmmm...
* * you took instruction at 16.. you had no real logged flight time ..
you
* rode around with him for 5,000 hrs.. ??? sure you were PIC...
???
* Right or left makes no difference...
* * you can't count that 5,000 air time.. legally... sorry... even for
* your next rating... till you get a license... then only does it count
if
* your PIC... or a instructor (who can also claim dual time with a
* student)
* * Ok lets see if we got this right... you got your private license and
* the next day you got your instrument rating... ahhhhh...&nbs! p; you
started
* your inst. training...
* * 40 years ago most helo pilots in VN only had a couple hundred hours
* flying time...
* * 40 years ago people took responsibility for their own actions...
* today... its not their fault... and someone else responsibility.. that
* didn't teach 'em right... things have changed since the Me/My
* generation came out...
*
*
*
* Here is what is The FAR's ...

```
*
*
*
* You need 50 hours of Pilot In Command cross-country time (defined as a
* landing at a point more than 50NM from the original point of
departure).
* some cross-country time meeting the IFR cross-country requirements,
*
* You'll need 40 hours of actual or simulated instrument time. This time
* doesn't have to be with an instructor though, you can use an
* appropriately rated safety pilot to build this time.
*
* You'll need 15 hours of training from a CFI-I.
*
* You need to complete a dual cros! s-country flight under IFR.
*
* The details are all in 14 CFR Part 61.65.
*
*
* Sorry...
*
*
* But, what does it prove to have a 6 year old learn how to fly... ???
* media stunt...gone wrong... parent ego attack... and a unsafe sky...
to
* let them take the controls ... even with a dad... sitting their... and
* what stress is the kid under that is suddenly placed in a situation...
* Bang the engine goes... or they hit a bird ... while good old dad is
* asleep at the switch... it really is child endangerment when they
are
* expected to perform at that age... you can't tell me that a 6 year old
* or even a 11 year old will know the difference between fun and
safety...
* and I don't think much of the parent who puts their kid in that
* situation... its not a game up their... I quite frankly would like
to
* see the PIC's license pulled for giving the controls over to such a
* youngster...
*
*
! * Would you let them drive your car down the freeway... or hand them
a
* loaded gun... and say shoot... hmmmm... didn't think so... heck they
* can't even reach the rudder pedals and look over the dash at the same
* time... they.. just too short... unless you make some reallllllyyyyy
big
* adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* think I hear the people in the back requesting parachutes ....
* something about bailing out... :)
*
```

*
* learning from your dad is great.. and I respect that..... I think
* eveyones dad did the same... even if they didn't fly...
*
*
* Nothing can beat a good instructor... especially ones that have lots
of
* hours ... or military instruction time... but, I don't know any that
can
* live on 20 bux a hour 3 or 4 days a week... Most use flight
instructing
* now a days for a stepping stone to move on into the ATP and commercial
* airlines... I also find that if a student is good.. he doesn't give
* up... during the flight right up to the point where I tell 'em nice
* try... I've got it... and when we get back we go over what was
wrong..
* so the next time he is able to have the plan in his mind as what to
* do... and make it happen... If students don't make mistakes.. they
* aren't learning... and a bad instructor is one that always takes over
* when things are not working out right... students then depend on the
* instructor to bail 'em out... on the little things... and I chuckle
* thinking about some of the students I have had... that really at first
I
* thought should give it up... but, they kept being a pest... hammering
* away.. and then one day.. I was impressed... as the student became the
* master... a responsible thinking professional pilot... with confidence
* and abilities above reproach... grin...
*
*
*
*
*
*
*
*
*
*
*
* David Vincent wrote:
*
*
*
* I dissagree with this post about age. I was able to take my first
* flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how
to
* fly. When I was 12 years old, I was flying instruments and was also
* introduced to acrobatics. When it came time for me to move to the
LEFT
* SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* instructor at 17. My father had taught me well and I learned a WHOLE
* LOT from him. It is very ironic that there are so many instructors

out
* there who only have a few hundred hours and they are teaching. My
* instructor I had back 40 years ago only had 400 hours. By the time I
* took my instruction at 16, I had already amassed 5,000 hours of air
time
* with my father. I was able to fly the plane on most flights from the
* right seat obvi! ously.. BUT, I still kept the air time even though it
* isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* time when I got my Private pilots license. I then took my Instrument
* training the day after I got my Private pilots license as my father
had
* taught me just about everything that you can learn about instruments
* when I was 13 years old. I was flying complete approaches as well as
* holding maneuvers etc....
*
* The long story short, if you have a GREAT instructor, one who has MANY
* 1,000's of hours and isn't a NEWBIE himself, then you can learn well.
I
* think that the number of hours needed to become a CFI, Certified
Flight
* Instructor should be a whole lot more then it is. I was also teaching
* the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* before. Again, I got all my training from my father who was a Marine
* Fighter pilot and wanted to teach all of ! us well so we didn't get
any
* bad habits and would learn to fly the plane and not let some
controller
* who probably has never flown put us into a mountain because he forgot
us
* or something like that.
*
* For the little 12 year old who is taking flying lessons, you know you
* can go out and get flight sim 2004 and fly a 172 cessna and set it up
* for realism, just like you are flying the real thing and you will
learn
* very quickly how to fly it. You just take the lessons offered on the
* FS2004 and you will be a very good pilot. It has been proven time and
* time again that you should be able to take your Private Pilot Flight
* exam by someplace just over 40 hours instead of the usual 60-70 which
* seems to be the nationwide average.
*
* The above is just my opinion. I have flown over 95 different types of
* aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* Instrument, Commercial and Type rate! d in several different jets. I
have
* been flying for over 38 years now and have over 19,000 hours.
*
* SO, I guess to teach a young 6 year old and up how to fly isn't as
* dangerous as this guy is saying.
*

* Take care and happy flying,
* Dave in Coronado, CA
*
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 7:55 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* Well... its kinda not definable... as you have to take into
* consideration weights and day temps, wind, humidity.. surfaces, and
* altitude of the field... etc... so their is really no Vspeed for the
172
* that is defined..! as to short field rotation... and approach speed...
* its the normal, flaps up, down speeds... thus be it grass or hard
* surface... Vr is 55-6 kts...
*
* Of course flaps settings will change speeds due to the setting of
* them... cessna uses a flap that also adds lift to the plane when less
* that 15 deg... but, go past that and they add drag... however, you
have
* again a variable... and that is the angle of attack that the plane is
* experiencing at the time.. which figures into the flap L/D/S ratio...
*
* Most of the Vspeeds are
*
* Vr 55Kts
* 50 ft obstacle... 56kts over trees etc... and also soft field
* Vx is 60 kts
* Vy is 76 kts
* and your V best Glide... speed is 65Kts
* Va 99Kts
*
* Now normal landing approach speed are 70Kts (ya right... most fly it
* around 80Kts...)
* and if you have to go around its 55Kts... depending on the loading and
* factors. But, that is righ! t on the money kind of flying.. and most
* don't get that good... even ATPs put in cessna 172 don't get that
* good... only test pilots get that good... and then they don't use a
* cheap $1.298 AS indicator like cessna puts in... on the dash.. that
has
* been bounced around for how many hours.. and lost its accuracy... .
*
* Now.. one thing I should point out here... as you can see the speeds
are

* all within a knot or two of each other... so what most do is hold at
or
* above that speed within a few kts... (actually about 1.3 Vso)
*
* If you look in the POH you will find the take off and landing data
* listed... which accounts for wind, temp and altitude... and for a
design
* weights...
*
* So I wouldn't go dialing in numbers for grass field rotation.. and
here
* is why... the planes wing will develop the lift at the speed listed..
be
* it on grass, dirt or paved... so Vr is Vr no matter what you are
taking
* off ! of... and remember its not the ground speed... it is the air
speed
* that the wing sees...
*
* Again in the POH you will find a cessna graph.. that shows for what
* weight... and distance it will glide at what speed...
*
* Go by the POH... and then when you get in the plane.. (no two are made
* the same) use the numbers as guidelines.. and/or throw the pages
out..
* and come up with your own for that plane.... as when you flying the
* plane you develop the ability to feel when the plane is ready to
fly...
* after all your not a instrument pilot .. yet... so don't dial in
numbers
* that you shouldn't be playing with yet... student pilots usually do
* good if they can hold plus or minus 10 kts... on any maneuver...
*
* What is more important is to recognize when the wing is going to
* stall... and the feeling, sounds and input sensory of this... About
* all he needs to know right now is the planes stall! speed with and
* without flaps... and from their... the rest is above those numbers...
* Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* those are again reference speeds... the only other one that is
* important is the Vne.. as most students get up around that speed once
* in their lifetime... most never see ideal cruse speed however... but
* again.. the feeling for the plane.. changes... and that is what one
* learns...
*
* NOW FOR THE BAD NEWs
*
* Its good to know that a 11 year old is learning to fly... but,... we
* don't recommend it... schooling and making models. learning about the
* physics of flight .. fine.. but, he can't get his license till he is
old

* enough.. and we have all seen ... to often parents that allow/push
their
* kids into flying planes... the last one was a little girl who spun in
* and killed everyone on board... on take off in Co. Flying is ! not
a
* game .. or a toy.. or like computers... you can't hit the reset button
* and get up out of the hole you made... and too many parents think
Johnny
* is so great when he is learning to fly at age 7... and while its
* nice... again... if you check the legal issues... and the age limit...
* it applies... for a reason... Its nice to be proud of the kids
* accomplishments... however its not a media hipe... social order
thing...
* all to often it ends up the parent gets upset because the kid got
* killed.. and now wants to sue the instructor for allowing it... atttt
* not happening... most of the family courts turn it back to the parents
* as child endangerment... now...
*
* I say this to keep the thrill alive... as I had a friend who was a
* instructor... and took on a 10 year old kid... because Johnny wanted
to
* learn to fly... you go teach him.. we'll pay... its is his dream..
they
* said... H! e had a little cessna 120.. that he used to fly... notice
I
* say he used to fly... seems after the second lesson the kid went to
* school and bragged about going out and how he was playing top gun...
* doing things that only could be seen in the movies... but, never the
* less... the kid continually disrupted the class.. with his... wild
* flying... the teacher sent the kid to the school nurse ... with a note
* that she thought the kid was traumatized... the nurse agreed and sent
* the kid home... telling the parents that he was so bad that he only
* could keep taking about how scary the flight was... so as to impress
the
* others... with his ... achievements... the school sent him home and
* would n't let him come back till after the doctor said he was normal
* again... the school contacted the child abuse people... who then went
* to the parents and hauled them into court.. for endangering their kids
* life... now yo! u know what happened... next to save themselves...
*
* Well the parents got a lawyer... and he went and got some quack
* doctor... to certify that the reason
* the kid was this way was because the instructor did it... guess who
got
* sued big time... and used to fly a cessna 120... even though he was
one
* of the best instructor around... and never did what the kid bragged at
* school he did... the kid lived a lie... the parents backed him up to
* save themselves.... heck the defense proved that the little cessna
* could not do half of what the kid said he did... and still the judge

* sided with the kid... and awarded the money...
*
* So with that in mind... I would never take a person under age on any
* flight... and I notice that CAP doesn't either after they experienced
* some of the same suits...
*
* I think its great that your son is wanting to learn how to fly... and
* your lucky to find a instructor to take him ! on... most of the ones
that
* I know.. wouldn't... and most advised the parents who said.. oh yes
* we'll sign a consent form... for johnny... ahhhh doesn't fly
either...
* you can't sign someone else's rights away... so the court has shown...
* nope.. I would rather see him get his teething on flying by getting
into
* RC planes of something else less threating... and when he gets to be
17
* and responsible for his actions... then give him the money to go learn
* how to fly...
*
* As a parent you also want to think about the liability if he got
* distracted and hit a airliner or another plane... under age your
still
* responsible... for his actions... that should keep you up at night...
*
* flying is not a game nor a toy... the people who made mistakes are
not
* here to tell you about it... however... they are dead... Flying is
* basically risk management... ya lose.. your dead...
*
* sor! ry to burst your balloon...
*
* Keep the greasy side down... and the pointy side forward...
*
*
*
*
* wd9ezk wrote:
*
*
* My eleven year old son,(KC9BLC) is taking flying lessons, and since I
*
* am not a pilot I am not much help. He is learning the "V speeds" for
*
* a Cessna C-172R and I can not find a definition for the following V
*
* speeds. We think we know after talking to several pilots but they
*
* were not even sure!
*

*
*
* This is what we have.
*
*
*
* Vrsf 55 for a short field rotation
*
* Vsfa 62 for a short field approach
*
* Vgld 65 we think its the same as Vg Best Glide speed
*
*
*
* We would appreciate anyone responding with an answer that they are
*
* sure is correct.
*
*
*
* Thanks
*
*
*
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* Yahoo! Groups Links
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*
*
* http://groups.yahoo.com/group/Flying_Hams/
*
*
*
* Flying_Hams-unsubscribe@yahoogroups.com
*
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* http://docs.yahoo.com/info/terms/
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Yahoo!
<http://us.rd.yahoo.com/mail_us/taglines/postman3/*http://us.rd.yahoo.co
m/evt=39666/*http://beta.messenger.yahoo.com> Messenger with Voice.
PC-to-Phone calls for ridiculously low rates.

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hobby Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA> and craft supply Ham
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

---

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---

251. Sunday Net ?

Yahoo group: Flying_Hams
Date: 2006-03-29 15:54:22 UTC
From: Mark@n6ea.com
Topic: 251 Message: 251

Daniel,

Need a hand with tommorrows net. I'm going to be out of town and won't
be available to be net control. I would like to offer to do the net on
Sunday at 21:30Z on 14.342.5 as it appears there is support for a
weekend net.

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/295 - Release Date: 3/28/2006

252. Re: [Flying_Hams] Lets put the age of the flyer to bed

Yahoo group: Flying_Hams
Date: 2006-03-30 00:06:42 UTC
From: David Harris
Topic: 169 Message: 252

I think that as long as the instructor is satisfied that the youngster fully understands the theory and has the coordination(Slips and Crabs)as well as the maturity to make the correct common sense go-no go decision that they should be allowed to fly(unlike JFK Jr.).

I was reading some of the NTSB reprts last week and it seems the most common cause of accidents other than mechanical failure is fuel starvation/Pilot overconfidence.The "I've done it before so I can do it again" attitude is deadly.

When I first learned to land, my CFI told me the following:

"No matter how many hours you have, no matter how much theory you know, treat every flight as if it were your first, that way it won't be your last"

Words to keep you alive ......

Just my thoughts,

David

wd9ezk <wd9ezk@...> wrote:
Obviously everyone has an opinion as to how old you need to be. I think you need to know a little more about the individual before you jump off the deep end and say everybody needs to be a specific age. Some people shouldn't be flying at any age. I am over fifty and I don't think you want me taking lessons and flying around up there with you.

I don't even fly and know there is much much more to getting a license than flying the plane. Most pilots say they can have someone flying the plane in ten or twenty hours maybe less. I believe them. Would that be safe? I don't think so. The point is not to fly the plane; it's to learn from the ground up all about flying. During this time you learn much more than just flying. Flying the plane is the fun part.

Learning about weather, engines, specifications, fuel, oil, what makes the plane fly, are just a few of the many things that most young adults don't even think about in today's world. Most are busy playing video games.

Just ask a young adult about weather, what the SAE means on an oil can, or what's the difference between regular and premium gas. Most don't have a clue. You are never too young to start learning. I am sure that an instructor would not risk his own life with someone that is not worthy. Again, I think it depends more on the capabilities of the student and the judgment of the instructor.

The instructions on the visor of my vehicle says children under 12 need to ride in the back seat because the airbag could kill them. My eleven year old "Kid" is 5-10 and 145 lbs. what does age have to do with the airbag killing him? I think people tend to lump people into groups by age because it is easy. I would venture to say if you met my eleven year old, you would think he is at least 16.

Safety is another item that I asked the instructor to stress. I see many old time pilots at the airport doing things that could be done safer. And yes, my son does yell out the window in a very loud voice "CLEAR PROP" before he starts the engine.

Someone mentioned in a post that they washed planes in exchange for "dual" time. I think this is great. My son would love to do this just for the experience. Anyone can learn quite a lot just being around pilots. You know they aren't stupid people. Now days, you don't see many kids allowed to "hang around the airport and help out" because "they might get hurt and someone could get sued".

And if you think I talked him into flying, think again, I am paying the bill. I have to learn all this to help him and I have no intention of ever flying.

If my son keeps up the hard work, maybe someday you will have a QSO with him aboard the International Space Station.

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253. Re: [Flying_Hams] Lets put the age of the flyer to bed

Yahoo group: Flying_Hams
Date: 2006-03-30 00:59:19 UTC
From: gmas@inreach.com
Topic: 169 Message: 253

Wrong....
The most common error pilot?s make is flying into IMC .... (WX) and doing the so called approved 180 deg turn... most go straight from level to a spin or spiral...

Second... Pilot error loss of control...

Third is fuel exhaustion

Forth is pilot being under stressed... tired or sleeping in flight (listed as pilot error...)

Fifth... is mechanical failures

Of all those mechanical failure is all that is taught... as we quit teaching the 180 turn in IMC some time ago.. Most instructors and books still do... don't.. it will get you killed... quicker than the plane continuing... it knows how to fly... not to say that you sit their and just enjoy the ride... atttt that is wrong too... you need to really go on to get your second part of the flying license.. (The instrument rating so you don't do something stupid...)

But... most that don't... get busted for not checking the wx and paying attention while flying along.. after all it just doesn't suddenly go IFR... so don't go kidding yourself and extending your limitations... better to stay clear than in it wishing you were in the clear...

I used to have a sign I made up over my office door... it said...

In flying... always continually explore your possibilities but know your limitations... Help offered here...

What it really means... you continually train for all possible conditions... but, know what your limits are... which of course you learn when you do your proficiency training... huh...

* I think that as long as the instructor is satisfied that the youngster
* fully understands the theory and has the coordination(Slips and Crabs)as
* well as the maturity to make the correct common sense go-no go decision
* that they should be allowed to fly(unlike JFK Jr.).
*
* I was reading some of the NTSB reprts last week and it seems the most
* common cause of accidents other than mechanical failure is fuel
* starvation/Pilot overconfidence.The "I've done it before so I can do it
* again" attitude is deadly.
*
*

* When I first learned to land, my CFI told me the following:
*
* "No matter how many hours you have, no matter how much theory you know,
* treat every flight as if it were your first, that way it won't be your
* last"
*
* Words to keep you alive ......
*
* Just my thoughts,
*
* David
*
* wd9ezk <wd9ezk@...> wrote:
* Obviously everyone has an opinion as to how old you need to be. I
* think you need to know a little more about the individual before you
* jump off the deep end and say everybody needs to be a specific age.
* Some people shouldn't be flying at any age. I am over fifty and I
* don't think you want me taking lessons and flying around up there
* with you.
*
* I don't even fly and know there is much much more to getting a
* license than flying the plane. Most pilots say they can have
* someone flying the plane in ten or twenty hours maybe less. I
* believe them. Would that be safe? I don't think so. The point is
* not to fly the plane; it's to learn from the ground up all about
* flying. During this time you learn much more than just flying.
* Flying the plane is the fun part.
*
* Learning about weather, engines, specifications, fuel, oil, what
* makes the plane fly, are just a few of the many things that most
* young adults don't even think about in today's world. Most are busy
* playing video games.
*
* Just ask a young adult about weather, what the SAE means on an oil
* can, or what's the difference between regular and premium gas. Most
* don't have a clue. You are never too young to start learning. I am
* sure that an instructor would not risk his own life with someone
* that is not worthy. Again, I think it depends more on the
* capabilities of the student and the judgment of the instructor.
*
* The instructions on the visor of my vehicle says children under 12
* need to ride in the back seat because the airbag could kill them.
* My eleven year old "Kid" is 5-10 and 145 lbs. what does age have to
* do with the airbag killing him? I think people tend to lump people
* into groups by age because it is easy. I would venture to say if
* you met my eleven year old, you would think he is at least 16.
*
* Safety is another item that I asked the instructor to stress. I see
* many old time pilots at the airport doing things that could be done
* safer. And yes, my son does yell out the window in a very loud

* voice "CLEAR PROP" before he starts the engine.
*
* Someone mentioned in a post that they washed planes in exchange
* for "dual" time. I think this is great. My son would love to do
* this just for the experience. Anyone can learn quite a lot just
* being around pilots. You know they aren't stupid people. Now days,
* you don't see many kids allowed to "hang around the airport and help
* out" because "they might get hurt and someone could get sued".
*
* And if you think I talked him into flying, think again, I am paying
* the bill. I have to learn all this to help him and I have no
* intention of ever flying.
*
* If my son keeps up the hard work, maybe someday you will have a QSO
* with him aboard the International Space Station.
*
*
*
*
*
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*
*
* ---------------------------------
* YAHOO! GROUPS LINKS
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254. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-30 01:10:18 UTC
From: gmas@inreach.com
Topic: 159 Message: 254

Super Dave... I am begining to wonder about you bud...

Wrong again... even if your a student pilot!!!... 16 is the magic number... Hmmm... Question... then what does he log when the instructor signs him off to fly solo... after all he is in the plane by himself... Sorry he is PIC at that time... then he can log it as his own... while taking instruction...but, must be signed off by the instructor to go fly by himself... or to a destination.. after all he has to do his solo cross countrys too.. huh...

Also ... it makes no difference which seat the student is in... Ya ...really... show me where it says the PIC has to sit in the left seat... it only says that all controls have to be accessable to him to control the plane.. and what if the plane is a tandom... huh... which seat does he sit in then...

Are you sure your really flying... most pilots even know this stuff...

By the way... helo pilots set in the right seat when flying... (grin) of course we all know that they are weard anyway... thinking only a propeller will keep 'em in the air... a helo is a exercise in vibratroy motion.. all them thouands of parts have to vibrate in the right direction.. else it quits flying... and their is no bailing out of a helo... with that set of choppers up above you... (grin)

* Hi David,
* When I was UNDER 17 and flying in the right seat with my father I
* learned how to fly, but he was NOT a CFI. I was NOT able to log the
* time, EVEN THOUGH I did log it for my purposes to see how many hours I
* would get before I actually got my license. I had stated earlier that I
* had logged about 5,000 approximately but those hours weren't able to be
* included with my LEGAL HOURS that I have logged since I have got my
* Private Pilots License. If there is a student in the left seat and
* there is a CFI in the right seat, then the hours are able to be logged
* but ONLY as DUAL TIME because the student can't log time as PIC until he
* gets his PPL. The CFI in the aircraft is actually the PIC, that is
* Pilot in Command and in charge of the flight.
*
* See ya,
* Pilot Dave - Coronado, CA KG6LYI
*
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of David Harris

* Sent: Wednesday, March 29, 2006 3:41 PM
* To: Flying_Hams@yahoogroups.com
* Subject: RE: [Flying_Hams] flying is not for .. kids...
*
*
*
* I'm not a pilot so please don't bite my head off, but if he was right
* seat and his father let him fly, even though he wasn't PIC, would the
* right seat hours be loggable or would he have to be a CFI?
*
* Just curious,
*
* David
*
* gmas@... wrote:
*
* Yes I did read your post... thanks... and my comment was that you surly
* would disagree with your dad and his instructions... and he being one of
* those USMC type one each... would probably have knocked the snott out of
* you twice... once for back taking to him and not doing what he said..
* and
* the second time for making sure you remember the first time.....
*
* Well clearly us others... that have over 20,000 hrs flying with a
* majority
* of the time in instructing...and came from the USAF... Ya...we
* delivered
* the Jar h! eads so they can say they are first in... (gee wonder how
* they
* got their...FM?...) we just can't hold a candle to your instruction you
* got... some of us had to do it the hard way... on our own... that and a
* good book with ma nature and the school of hard knocks.. (flying at 15
* was
* illegal as heck but, hey we were up to the challenge ... after all the
* desert was big place with lots of room to fly in... and no one was out
* their... except jack rabbits... and snakes... and yes we flew for two
* years without a license till we got busted... then we had to do it the
* right way... and the adventure contenued... but, by then we had lots of
* practice patching up the plane and ourself...(bunch of broken parts on
* both) and our natural ability to fly...got better... why we didn't get
* killed... must be the 9 lives pilots have... I know I used at least 6 of
* 'em learning)
* ... but, then again neither did curtis, yegar and some of the others
* t! hat went on to be outstanding aviators... (yes I know him well) How
* many different kinds of planes have I flown...in my 40 some years...
* ahhhh... lost track... but a lot of 'em... more than you can count on
* both your fingers and toes...twice... for sure... but, I still have a
* soft spot for that old champ... with the old 2 cycle drone engine for
* power... (what regulations... we knew one end of a wrech from the
* other... besides... had lots of wooden surplus props that were sold for

* clocks... that still worked great... just never told anyone... grin...
*
* In the old days the check rides were with the FAA people... (they really
* impressed the heck out of me... when I went for my license... scared
* stiff
* but, flew well)... then they changed to the DCRI's ... and he went out
* with you to do some work.. if he thought you were a nice guy and knew
* what
* you were talking about.. (My last check ride lasted less than 20 min as
* we
* came back and he signed! it off) did a good takeoff and landing... he
* signed you off... NOT TODAY... now they have to go out and check
* everything off that you did it in the check ride book...
*
* Again you didn't get my point on logging time.. .you don't have 5000 hrs
* of logable time before you got your license... it doesn't count... you
* were a pax in the plane legally... your father who was PIC did... when
* you got your Student license... from the Doc... then the clock
* started...
* so in reality you have less than 15,000 if your counting the 5K you had
* before that moment in time... sorry...
*
* It would be like me saying I got time this last week when I flew on
* United
* to the east... setting in the back of the 777... ya I logged 22 hours..
* where is my book... attt wrong answer... I rode in the airplane for 22
* hours... same as yours...
*
* My point being.. Yes I agree that you can get some very good
* experiance...
* and exposure to flyin! g by riding around with anyone.. if your alert
* and
* paying attention... and his showing you the ropes so to speak... were
* educational... but, other than that...
*
* sorry... I don't even agree with you about the USMC being the best pilot
* thing... for that branch of the service... ahhh USAF rules... grin...
* you
* know I had to say that... about the only other branch that comes close
* is
* NAVY... but, then again they consistantly hold 2nd place... and you
* guys... well 4th isn't bad... least your in the top 5 contenders... :)
* grin...
*
* Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see
* the blue angels and the thunderbirds... nope no J's flying sorry...
* WohoooHaaa..
*
* :) :) :)
*

*
*
*
*
*
*
*
* * GMAS, obviously you didn't read my post. Item one. My dad taught
* me..
* * Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* * recall. Item THREE. I said in my post th! at I COULDN"T LOG THE TIME
* * PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000
* hrs
* * while flying from the RIGHT SEAT with y dad and NO, I couldn't use
* those
* * hours Legally. I was just trying to prove a point about getting quite
* a
* * bit of instruction as well as learning a LOT MORE then any CFI could
* * ever teach me by the time I was READY for othe CFI in order to get my
* * Ticket. YEP, I had to get the required 40 hours as well as all the
* * other things you outlined in your F.A.R. section. I took my check
* ride
* * at 40 hours by by the way. Yes, the final section about the
* Instrument
* * rating, I STARTED my training with a CFII the day after I got my PPL.
* I
* * was already capable of taking the CHECKRIDE that next day as shown to
* * the Designated Examiner. He quized me on several questions about
* * instrument flying and even asked me if I would be willing to do an
* * instrument approach for hi! m AFTER the final section of the PPL
* Checkride
* * and I did. He said I would have no problem. AND then I had to take
* the
* * required 40 hours of instruction for my Instrument training.
* *
* * All I was saying is that if you have a father who is VERY PROFICIENT
* at
* * flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* * has ever had, then you have the opportunity to learn quite a bit..
* That
* * was my case.
* *
* * OH, by the way, if you would like to see a Distinguished career from
* * someone who just about all the military pilots know, Look in WHO's WHO
* * in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* * you come up with....
* *
* * See ya,
* * Pilot Dave - (the WELL TRAINED SON) Coronado
* *

* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 11:45 PM
* * To: Flying_Hams@yahoogroups.com
* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * David... ahhhh are you sure about your posting... are we talking the
* * same here...
* *
* * * your dad taught you... think you would say something bad about him
* and
* * not get the snott knocked out of you.. hmmm
* * * instructor had 400 flight hours... really... hmmmm...
* * * you took instruction at 16.. you had no real logged flight time ..
* you
* * rode around with him for 5,000 hrs.. ??? sure you were PIC...
* ???
* * Right or left makes no difference...
* * * you can't count that 5,000 air time.. legally... sorry... even for
* * your next rating... till you get a license... then only does it count
* if
* * your PIC... or a instructor (who can also claim dual time with a
* * student)
* * * Ok lets see if we got this right... you got your private license and
* * the next day you got your instrument rating... ahhhhh...&nbs! p; you
* started
* * your inst. training...
* * * 40 years ago most helo pilots in VN only had a couple hundred hours
* * flying time...
* * * 40 years ago people took responsibility for their own actions...
* * today... its not their fault... and someone else responsibility.. that
* * didn't teach 'em right... things have changed since the Me/My
* * generation came out...
* *
* *
* *
* * Here is what is The FAR's ...
* *
* *
* *
* * You need 50 hours of Pilot In Command cross-country time (defined as a
* * landing at a point more than 50NM from the original point of
* departure).
* * some cross-country time meeting the IFR cross-country requirements,
* *
* * You'll need 40 hours of actual or simulated instrument time. This time
* * doesn't have to be with an instructor though, you can use an
* * appropriately rated safety pilot to build this time.

* *
* * You'll need 15 hours of training from a CFI-I.
* *
* * You need to complete a dual cros! s-country flight under IFR.
* *
* * The details are all in 14 CFR Part 61.65.
* *
* *
* * Sorry...
* *
* *
* * But, what does it prove to have a 6 year old learn how to fly... ???
* * media stunt...gone wrong... parent ego attack... and a unsafe sky...
* to
* * let them take the controls ... even with a dad... sitting their... and
* * what stress is the kid under that is suddenly placed in a situation...
* * Bang the engine goes... or they hit a bird ... while good old dad is
* * asleep at the switch... it really is child endangerment when they
* are
* * expected to perform at that age... you can't tell me that a 6 year old
* * or even a 11 year old will know the difference between fun and
* safety...
* * and I don't think much of the parent who puts their kid in that
* * situation... its not a game up their... I quite frankly would like
* to
* * see the PIC's license pulled for giving the controls over to such a
* * youngster...
* *
* *
* ! * Would you let them drive your car down the freeway... or hand them
* a
* * loaded gun... and say shoot... hmmmm... didn't think so... heck they
* * can't even reach the rudder pedals and look over the dash at the same
* * time... they.. just too short... unless you make some reallllllyyyyy
* big
* * adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* * think I hear the people in the back requesting parachutes ....
* * something about bailing out... :)
* *
* *
* * learning from your dad is great.. and I respect that..... I think
* * eveyones dad did the same... even if they didn't fly...
* *
* *
* * Nothing can beat a good instructor... especially ones that have lots
* of
* * hours ... or military instruction time... but, I don't know any that
* can
* * live on 20 bux a hour 3 or 4 days a week... Most use flight
* instructing

* * now a days for a stepping stone to move on into the ATP and commercial
* * airlines... I also find that if a student is good.. he doesn't give
* * up... during the flight right up to the point where I tell 'em nice
* * try... I've got it... and when we get back we go over what was
* wrong..
* * so the next time he is able to have the plan in his mind as what to
* * do... and make it happen... If students don't make mistakes.. they
* * aren't learning... and a bad instructor is one that always takes over
* * when things are not working out right... students then depend on the
* * instructor to bail 'em out... on the little things... and I chuckle
* * thinking about some of the students I have had... that really at first
* I
* * thought should give it up... but, they kept being a pest... hammering
* * away.. and then one day.. I was impressed... as the student became the
* * master... a responsible thinking professional pilot... with confidence
* * and abilities above reproach... grin...
* *
* *
* *
* *
* *
* *
* *
* *
* *
* *
* *
* * David Vincent wrote:
* *
* *
* *
* * I dissagree with this post about age. I was able to take my first
* * flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how
* to
* * fly. When I was 12 years old, I was flying instruments and was also
* * introduced to acrobatics. When it came time for me to move to the
* LEFT
* * SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* * instructor at 17. My father had taught me well and I learned a WHOLE
* * LOT from him. It is very ironic that there are so many instructors
* out
* * there who only have a few hundred hours and they are teaching. My
* * instructor I had back 40 years ago only had 400 hours. By the time I
* * took my instruction at 16, I had already amassed 5,000 hours of air
* time
* * with my father. I was able to fly the plane on most flights from the
* * right seat obvi! ously.. BUT, I still kept the air time even though it
* * isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* * time when I got my Private pilots license. I then took my Instrument
* * training the day after I got my Private pilots license as my father
* had

* * taught me just about everything that you can learn about instruments
* * when I was 13 years old. I was flying complete approaches as well as
* * holding maneuvers etc....
* *
* * The long story short, if you have a GREAT instructor, one who has MANY
* * 1,000's of hours and isn't a NEWBIE himself, then you can learn well.
* I
* * think that the number of hours needed to become a CFI, Certified
* Flight
* * Instructor should be a whole lot more then it is. I was also teaching
* * the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* * before. Again, I got all my training from my father who was a Marine
* * Fighter pilot and wanted to teach all of ! us well so we didn't get
* any
* * bad habits and would learn to fly the plane and not let some
* controller
* * who probably has never flown put us into a mountain because he forgot
* us
* * or something like that.
* *
* * For the little 12 year old who is taking flying lessons, you know you
* * can go out and get flight sim 2004 and fly a 172 cessna and set it up
* * for realism, just like you are flying the real thing and you will
* learn
* * very quickly how to fly it. You just take the lessons offered on the
* * FS2004 and you will be a very good pilot. It has been proven time and
* * time again that you should be able to take your Private Pilot Flight
* * exam by someplace just over 40 hours instead of the usual 60-70 which
* * seems to be the nationwide average.
* *
* * The above is just my opinion. I have flown over 95 different types of
* * aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* * Instrument, Commercial and Type rate! d in several different jets. I
* have
* * been flying for over 38 years now and have over 19,000 hours.
* *
* * SO, I guess to teach a young 6 year old and up how to fly isn't as
* * dangerous as this guy is saying.
* *
* * Take care and happy flying,
* * Dave in Coronado, CA
* *
* * <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
* *
* *
* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 7:55 PM
* * To: Flying_Hams@yahoogroups.com

* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * Well... its kinda not definable... as you have to take into
* * consideration weights and day temps, wind, humidity.. surfaces, and
* * altitude of the field... etc... so their is really no Vspeed for the
* 172
* * that is defined..! as to short field rotation... and approach speed...
* * its the normal, flaps up, down speeds... thus be it grass or hard
* * surface... Vr is 55-6 kts...
* *
* * Of course flaps settings will change speeds due to the setting of
* * them... cessna uses a flap that also adds lift to the plane when less
* * that 15 deg... but, go past that and they add drag... however, you
* have
* * again a variable... and that is the angle of attack that the plane is
* * experiencing at the time.. which figures into the flap L/D/S ratio...
* *
* * Most of the Vspeeds are
* *
* * Vr 55Kts
* * 50 ft obstacle... 56kts over trees etc... and also soft field
* * Vx is 60 kts
* * Vy is 76 kts
* * and your V best Glide... speed is 65Kts
* * Va 99Kts
* *
* * Now normal landing approach speed are 70Kts (ya right... most fly it
* * around 80Kts...)
* * and if you have to go around its 55Kts... depending on the loading and
* * factors. But, that is righ! t on the money kind of flying.. and most
* * don't get that good... even ATPs put in cessna 172 don't get that
* * good... only test pilots get that good... and then they don't use a
* * cheap $1.298 AS indicator like cessna puts in... on the dash.. that
* has
* * been bounced around for how many hours.. and lost its accuracy... .
* *
* * Now.. one thing I should point out here... as you can see the speeds
* are
* * all within a knot or two of each other... so what most do is hold at
* or
* * above that speed within a few kts... (actually about 1.3 Vso)
* *
* * If you look in the POH you will find the take off and landing data
* * listed... which accounts for wind, temp and altitude... and for a
* design
* * weights...
* *
* * So I wouldn't go dialing in numbers for grass field rotation.. and
* here

* * is why... the planes wing will develop the lift at the speed listed..
* be
* * it on grass, dirt or paved... so Vr is Vr no matter what you are
* taking
* * off ! of... and remember its not the ground speed... it is the air
* speed
* * that the wing sees...
* *
* * Again in the POH you will find a cessna graph.. that shows for what
* * weight... and distance it will glide at what speed...
* *
* * Go by the POH... and then when you get in the plane.. (no two are made
* * the same) use the numbers as guidelines.. and/or throw the pages
* out..
* * and come up with your own for that plane.... as when you flying the
* * plane you develop the ability to feel when the plane is ready to
* fly...
* * after all your not a instrument pilot .. yet... so don't dial in
* numbers
* * that you shouldn't be playing with yet... student pilots usually do
* * good if they can hold plus or minus 10 kts... on any maneuver...
* *
* * What is more important is to recognize when the wing is going to
* * stall... and the feeling, sounds and input sensory of this... About
* * all he needs to know right now is the planes stall! speed with and
* * without flaps... and from their... the rest is above those numbers...
* * Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* * those are again reference speeds... the only other one that is
* * important is the Vne.. as most students get up around that speed once
* * in their lifetime... most never see ideal cruse speed however... but
* * again.. the feeling for the plane.. changes... and that is what one
* * learns...
* *
* * NOW FOR THE BAD NEWs
* *
* * Its good to know that a 11 year old is learning to fly... but,... we
* * don't recommend it... schooling and making models. learning about the
* * physics of flight .. fine.. but, he can't get his license till he is
* old
* * enough.. and we have all seen ... to often parents that allow/push
* their
* * kids into flying planes... the last one was a little girl who spun in
* * and killed everyone on board... on take off in Co. Flying is ! not
* a
* * game .. or a toy.. or like computers... you can't hit the reset button
* * and get up out of the hole you made... and too many parents think
* Johnny
* * is so great when he is learning to fly at age 7... and while its
* * nice... again... if you check the legal issues... and the age limit...
* * it applies... for a reason... Its nice to be proud of the kids

* * accomplishments... however its not a media hipe... social order
* thing...
* * all to often it ends up the parent gets upset because the kid got
* * killed.. and now wants to sue the instructor for allowing it... atttt
* * not happening... most of the family courts turn it back to the parents
* * as child endangerment... now...
* *
* * I say this to keep the thrill alive... as I had a friend who was a
* * instructor... and took on a 10 year old kid... because Johnny wanted
* to
* * learn to fly... you go teach him.. we'll pay... its is his dream..
* they
* * said... H! e had a little cessna 120.. that he used to fly... notice
* I
* * say he used to fly... seems after the second lesson the kid went to
* * school and bragged about going out and how he was playing top gun...
* * doing things that only could be seen in the movies... but, never the
* * less... the kid continually disrupted the class.. with his... wild
* * flying... the teacher sent the kid to the school nurse ... with a note
* * that she thought the kid was traumatized... the nurse agreed and sent
* * the kid home... telling the parents that he was so bad that he only
* * could keep taking about how scary the flight was... so as to impress
* the
* * others... with his ... achievements... the school sent him home and
* * would n't let him come back till after the doctor said he was normal
* * again... the school contacted the child abuse people... who then went
* * to the parents and hauled them into court.. for endangering their kids
* * life... now yo! u know what happened... next to save themselves...
* *
* * Well the parents got a lawyer... and he went and got some quack
* * doctor... to certify that the reason
* * the kid was this way was because the instructor did it... guess who
* got
* * sued big time... and used to fly a cessna 120... even though he was
* one
* * of the best instructor around... and never did what the kid bragged at
* * school he did... the kid lived a lie... the parents backed him up to
* * save themselves.... heck the defense proved that the little cessna
* * could not do half of what the kid said he did... and still the judge
* * sided with the kid... and awarded the money...
* *
* * So with that in mind... I would never take a person under age on any
* * flight... and I notice that CAP doesn't either after they experienced
* * some of the same suits...
* *
* * I think its great that your son is wanting to learn how to fly... and
* * your lucky to find a instructor to take him ! on... most of the ones
* that
* * I know.. wouldn't... and most advised the parents who said.. oh yes
* * we'll sign a consent form... for johnny... ahhhh doesn't fly

* either...
* * you can't sign someone else's rights away... so the court has shown...
* * nope.. I would rather see him get his teething on flying by getting
* into
* * RC planes of something else less threating... and when he gets to be
* 17
* * and responsible for his actions... then give him the money to go learn
* * how to fly...
* *
* * As a parent you also want to think about the liability if he got
* * distracted and hit a airliner or another plane... under age your
* still
* * responsible... for his actions... that should keep you up at night...
* *
* * flying is not a game nor a toy... the people who made mistakes are
* not
* * here to tell you about it... however... they are dead... Flying is
* * basically risk management... ya lose.. your dead...
* *
* * sor! ry to burst your balloon...
* *
* * Keep the greasy side down... and the pointy side forward...
* *
* *
* *
* *
* * wd9ezk wrote:
* *
* *
* * My eleven year old son,(KC9BLC) is taking flying lessons, and since I
* *
* * am not a pilot I am not much help. He is learning the "V speeds" for
* *
* * a Cessna C-172R and I can not find a definition for the following V
* *
* * speeds. We think we know after talking to several pilots but they
* *
* * were not even sure!
* *
* *
* *
* * This is what we have.
* *
* *
* *
* * Vrsf 55 for a short field rotation
* *
* * Vsfa 62 for a short field approach
* *
* * Vgld 65 we think its the same as Vg Best Glide speed

* *
* *
* *
* * We would appreciate anyone responding with an answer that they are
* *
* * sure is correct.
* *
* *
* *
* * Thanks
* *
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* * Yahoo! Groups Links
* *
* *
* *
* * http://groups.yahoo.com/group/Flying_Hams/
* *
* *
* *
* * Flying_Hams-unsubscribe@yahoogroups.com
* *
* *
* *
* * http://docs.yahoo.com/info/terms/
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* Yahoo!
* <http://us.rd.yahoo.com/mail_us/taglines/postman3/*http://us.rd.yahoo.co
* m/evt=39666/*http://beta.messenger.yahoo.com> Messenger with Voice.
* PC-to-Phone calls for ridiculously low rates.
*
*
* SPONSORED LINKS
* Craft
* <http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
* +and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
* hobby Hobby
* <http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
* by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
* I-knAA> and craft supply Ham
* <http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
* nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio
*
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* _____
*
* YAHOO! GROUPS LINKS
*
*
*
* * Visit your group "Flying_Hams
* <http://groups.yahoo.com/group/Flying_Hams> " on the web.
*
*
* * To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
* <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
*
*
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service <http://docs.yahoo.com/info/terms/> .
*
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255. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-30 01:34:17 UTC
From: gmas@inreach.com
Topic: 159 Message: 255

To log flying time you must meet several conditions... (check the FARs)
First is to be PIC...
or
Be a student of age taking instruction... from a certified and
approprately rated instructor...
and being PIC...
then its called dual time... both of your are PIC... (only condition where
it happens)
and you must be
manuplating the controls of the aircraft under your own or the instuctors
supervision...
and...
You must have your student pilots license and/or be a rated pilot in that
catagory and class of plane...
and...
Have a current medical.
and... (well lets just stop at that)

DON'T ASSUME THAT THE INSTRUCTOR IS... Check his credentials... (matter of
fact that opens up a whole different thought... never assume anthing in
flying... it will get you killed) I know a lot of them that were
instructors in the military... never flew a little cessna... are they
rated in that class and cat.. of plane... Hmmmmm.... Would you go take
instruction in a little cessna from a helo pilot... even though he says he
is a instructor... and their are lots of frauds out their also...

In his case he was riding around with him under age... and while his dad
was a instructor... (question was rated for the aircraft giving
instruction in)
most don't... as it begins to look a little strange... that the father is
schooling the kid... and suddenly he shows up with all these hours... and
no PPL... hmmm you begin to think... this kid is dumb or something... till
the air is cleared... Most that are instructors send their wives and kids
to another instructor... reasons given are
Demand...
Understanding...
non-family member...
and biggest of all keeps peace within the family... as if the student
isn't doing so well... its embarassing one.. and normally frustrating
second... as family memebers think on the lines of getting away with
things...

Matter of fact... I suggest to students to go with another instructor at
least several times in their training... that way they don't pick up my
bad habbits nor get used to my training methodes...

Training is only the guideance of one to...on their own learn... really think of the instructor in the plane as a two pilot operation... he and you... He should not be taking control of the plane unless your in bad trouble... you should be listening to his instructions... a good instructor should never ever have to take over the plane... as he should be guiding the student to maintain control... verbably... he is your back up only... after all your paying for the flying.. why should he get the time.. hmmmm...

Now Super Dave... logged a lot of ride time... as he was under age and until he got his student pilots license... then he could start logging time...

Nope just a lot of rideing around time... is all he got.. doesn't account for much of anything... except the exposure to being in the enviroment. Which in itself.. ain't bad... for we learn by sensory preception... huh...

I hope I didn't appear to bite your head off... sorry if you felt that way... no question is a stupid one... when ask by someone seeking information...

Hope this helps...

* I'm not a pilot so please don't bite my head off, but if he was right seat
* and his father let him fly, even though he wasn't PIC, would the right
* seat hours be loggable or would he have to be a CFI?
*
* Just curious,
*
* David
*
* gmas@... wrote:
* Yes I did read your post... thanks... and my comment was that you surly
* would disagree with your dad and his instructions... and he being one of
* those USMC type one each... would probably have knocked the snott out of
* you twice... once for back taking to him and not doing what he said.. and
* the second time for making sure you remember the first time.....
*
* Well clearly us others... that have over 20,000 hrs flying with a majority
* of the time in instructing...and came from the USAF... Ya...we delivered
* the Jar heads so they can say they are first in... (gee wonder how they
* got their...FM?...) we just can't hold a candle to your instruction you
* got... some of us had to do it the hard way... on our own... that and a
* good book with ma nature and the school of hard knocks.. (flying at 15 was
* illegal as heck but, hey we were up to the challenge ... after all the
* desert was big place with lots of room to fly in... and no one was out
* their... except jack rabbits... and snakes... and yes we flew for two
* years without a license till we got busted... then we had to do it the
* right way... and the adventure contenued... but, by then we had lots of
* practice patching up the plane and ourself...(bunch of broken parts on
* both) and our natural ability to fly...got better... why we didn't get

* killed... must be the 9 lives pilots have... I know I used at least 6 of
* 'em learning)
* ... but, then again neither did curtis, yegar and some of the others
* that went on to be outstanding aviators... (yes I know him well) How
* many different kinds of planes have I flown...in my 40 some years...
* ahhhh... lost track... but a lot of 'em... more than you can count on
* both your fingers and toes...twice... for sure... but, I still have a
* soft spot for that old champ... with the old 2 cycle drone engine for
* power... (what regulations... we knew one end of a wrech from the
* other... besides... had lots of wooden surplus props that were sold for
* clocks... that still worked great... just never told anyone... grin...
*
* In the old days the check rides were with the FAA people... (they really
* impressed the heck out of me... when I went for my license... scared stiff
* but, flew well)... then they changed to the DCRI's ... and he went out
* with you to do some work.. if he thought you were a nice guy and knew what
* you were talking about.. (My last check ride lasted less than 20 min as we
* came back and he signed it off) did a good takeoff and landing... he
* signed you off... NOT TODAY... now they have to go out and check
* everything off that you did it in the check ride book...
*
* Again you didn't get my point on logging time.. .you don't have 5000 hrs
* of logable time before you got your license... it doesn't count... you
* were a pax in the plane legally... your father who was PIC did... when
* you got your Student license... from the Doc... then the clock started...
* so in reality you have less than 15,000 if your counting the 5K you had
* before that moment in time... sorry...
*
* It would be like me saying I got time this last week when I flew on United
* to the east... setting in the back of the 777... ya I logged 22 hours..
* where is my book... attt wrong answer... I rode in the airplane for 22
* hours... same as yours...
*
* My point being.. Yes I agree that you can get some very good experiance...
* and exposure to flying by riding around with anyone.. if your alert and
* paying attention... and his showing you the ropes so to speak... were
* educational... but, other than that...
*
* sorry... I don't even agree with you about the USMC being the best pilot
* thing... for that branch of the service... ahhh USAF rules... grin... you
* know I had to say that... about the only other branch that comes close is
* NAVY... but, then again they consistantly hold 2nd place... and you
* guys... well 4th isn't bad... least your in the top 5 contenders... :)
* grin...
*
* Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see
* the blue angels and the thunderbirds... nope no J's flying sorry...
* WohoooHaaa..
*
* :) :) :)

*
*
*
*
*
*
*
*
* * GMAS, obviously you didn't read my post. Item one. My dad taught me..
* * Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* * recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* * PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs
* * while flying from the RIGHT SEAT with y dad and NO, I couldn't use those
* * hours Legally. I was just trying to prove a point about getting quite a
* * bit of instruction as well as learning a LOT MORE then any CFI could
* * ever teach me by the time I was READY for othe CFI in order to get my
* * Ticket. YEP, I had to get the required 40 hours as well as all the
* * other things you outlined in your F.A.R. section. I took my check ride
* * at 40 hours by by the way. Yes, the final section about the Instrument
* * rating, I STARTED my training with a CFII the day after I got my PPL. I
* * was already capable of taking the CHECKRIDE that next day as shown to
* * the Designated Examiner. He quized me on several questions about
* * instrument flying and even asked me if I would be willing to do an
* * instrument approach for him AFTER the final section of the PPL Checkride
* * and I did. He said I would have no problem. AND then I had to take the
* * required 40 hours of instruction for my Instrument training.
* *
* * All I was saying is that if you have a father who is VERY PROFICIENT at
* * flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* * has ever had, then you have the opportunity to learn quite a bit.. That
* * was my case.
* *
* * OH, by the way, if you would like to see a Distinguished career from
* * someone who just about all the military pilots know, Look in WHO's WHO
* * in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* * you come up with....
* *
* * See ya,
* * Pilot Dave - (the WELL TRAINED SON) Coronado
* *
* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 11:45 PM
* * To: Flying_Hams@yahoogroups.com
* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * David... ahhhh are you sure about your posting... are we talking the
* * same here...

* *
* * * your dad taught you... think you would say something bad about him and
* * not get the snott knocked out of you.. hmmm
* * * instructor had 400 flight hours... really... hmmmm...
* * * you took instruction at 16.. you had no real logged flight time .. you
* * rode around with him for 5,000 hrs.. ??? sure you were PIC... ???
* * Right or left makes no difference...
* * * you can't count that 5,000 air time.. legally... sorry... even for
* * your next rating... till you get a license... then only does it count if
* * your PIC... or a instructor (who can also claim dual time with a
* * student)
* * * Ok lets see if we got this right... you got your private license and
* * the next day you got your instrument rating... ahhhhh... you started
* * your inst. training...
* * * 40 years ago most helo pilots in VN only had a couple hundred hours
* * flying time...
* * * 40 years ago people took responsibility for their own actions...
* * today... its not their fault... and someone else responsibility.. that
* * didn't teach 'em right... things have changed since the Me/My
* * generation came out...
* *
* *
* *
* * Here is what is The FAR's ...
* *
* *
* *
* * You need 50 hours of Pilot In Command cross-country time (defined as a
* * landing at a point more than 50NM from the original point of departure).
* * some cross-country time meeting the IFR cross-country requirements,
* *
* * You'll need 40 hours of actual or simulated instrument time. This time
* * doesn't have to be with an instructor though, you can use an
* * appropriately rated safety pilot to build this time.
* *
* * You'll need 15 hours of training from a CFI-I.
* *
* * You need to complete a dual cross-country flight under IFR.
* *
* * The details are all in 14 CFR Part 61.65.
* *
* *
* * Sorry...
* *
* *
* * But, what does it prove to have a 6 year old learn how to fly... ???
* * media stunt...gone wrong... parent ego attack... and a unsafe sky... to
* * let them take the controls ... even with a dad... sitting their... and
* * what stress is the kid under that is suddenly placed in a situation...
* * Bang the engine goes... or they hit a bird ... while good old dad is

* * asleep at the switch... it really is child endangerment when they are
* * expected to perform at that age... you can't tell me that a 6 year old
* * or even a 11 year old will know the difference between fun and safety...
* * and I don't think much of the parent who puts their kid in that
* * situation... its not a game up their... I quite frankly would like to
* * see the PIC's license pulled for giving the controls over to such a
* * youngster...
* *
* *
* * Would you let them drive your car down the freeway... or hand them a
* * loaded gun... and say shoot... hmmmm... didn't think so... heck they
* * can't even reach the rudder pedals and look over the dash at the same
* * time... they.. just too short... unless you make some reallllllyyyyy big
* * adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* * think I hear the people in the back requesting parachutes ....
* * something about bailing out... :)
* *
* *
* * learning from your dad is great.. and I respect that..... I think
* * eveyones dad did the same... even if they didn't fly...
* *
* *
* * Nothing can beat a good instructor... especially ones that have lots of
* * hours ... or military instruction time... but, I don't know any that can
* * live on 20 bux a hour 3 or 4 days a week... Most use flight instructing
* * now a days for a stepping stone to move on into the ATP and commercial
* * airlines... I also find that if a student is good.. he doesn't give
* * up... during the flight right up to the point where I tell 'em nice
* * try... I've got it... and when we get back we go over what was wrong..
* * so the next time he is able to have the plan in his mind as what to
* * do... and make it happen... If students don't make mistakes.. they
* * aren't learning... and a bad instructor is one that always takes over
* * when things are not working out right... students then depend on the
* * instructor to bail 'em out... on the little things... and I chuckle
* * thinking about some of the students I have had... that really at first I
* * thought should give it up... but, they kept being a pest... hammering
* * away.. and then one day.. I was impressed... as the student became the
* * master... a responsible thinking professional pilot... with confidence
* * and abilities above reproach... grin...
* *
* *
* *
* *
* *
* *
* *
* *
* *
* *
* *
* * David Vincent wrote:

* *
* *
* *
* * I dissagree with this post about age. I was able to take my first
* * flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to
* * fly. When I was 12 years old, I was flying instruments and was also
* * introduced to acrobatics. When it came time for me to move to the LEFT
* * SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* * instructor at 17. My father had taught me well and I learned a WHOLE
* * LOT from him. It is very ironic that there are so many instructors out
* * there who only have a few hundred hours and they are teaching. My
* * instructor I had back 40 years ago only had 400 hours. By the time I
* * took my instruction at 16, I had already amassed 5,000 hours of air time
* * with my father. I was able to fly the plane on most flights from the
* * right seat obviously.. BUT, I still kept the air time even though it
* * isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* * time when I got my Private pilots license. I then took my Instrument
* * training the day after I got my Private pilots license as my father had
* * taught me just about everything that you can learn about instruments
* * when I was 13 years old. I was flying complete approaches as well as
* * holding maneuvers etc....
* *
* * The long story short, if you have a GREAT instructor, one who has MANY
* * 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I
* * think that the number of hours needed to become a CFI, Certified Flight
* * Instructor should be a whole lot more then it is. I was also teaching
* * the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* * before. Again, I got all my training from my father who was a Marine
* * Fighter pilot and wanted to teach all of us well so we didn't get any
* * bad habits and would learn to fly the plane and not let some controller
* * who probably has never flown put us into a mountain because he forgot us
* * or something like that.
* *
* * For the little 12 year old who is taking flying lessons, you know you
* * can go out and get flight sim 2004 and fly a 172 cessna and set it up
* * for realism, just like you are flying the real thing and you will learn
* * very quickly how to fly it. You just take the lessons offered on the
* * FS2004 and you will be a very good pilot. It has been proven time and
* * time again that you should be able to take your Private Pilot Flight
* * exam by someplace just over 40 hours instead of the usual 60-70 which
* * seems to be the nationwide average.
* *
* * The above is just my opinion. I have flown over 95 different types of
* * aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* * Instrument, Commercial and Type rated in several different jets. I have
* * been flying for over 38 years now and have over 19,000 hours.
* *
* * SO, I guess to teach a young 6 year old and up how to fly isn't as
* * dangerous as this guy is saying.
* *

* * Take care and happy flying,
* * Dave in Coronado, CA
* *
* * <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
* *
* *
* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 7:55 PM
* * To: Flying_Hams@yahoogroups.com
* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * Well... its kinda not definable... as you have to take into
* * consideration weights and day temps, wind, humidity.. surfaces, and
* * altitude of the field... etc... so their is really no Vspeed for the 172
* * that is defined.. as to short field rotation... and approach speed...
* * its the normal, flaps up, down speeds... thus be it grass or hard
* * surface... Vr is 55-6 kts...
* *
* * Of course flaps settings will change speeds due to the setting of
* * them... cessna uses a flap that also adds lift to the plane when less
* * that 15 deg... but, go past that and they add drag... however, you have
* * again a variable... and that is the angle of attack that the plane is
* * experiencing at the time.. which figures into the flap L/D/S ratio...
* *
* * Most of the Vspeeds are
* *
* * Vr 55Kts
* * 50 ft obstacle... 56kts over trees etc... and also soft field
* * Vx is 60 kts
* * Vy is 76 kts
* * and your V best Glide... speed is 65Kts
* * Va 99Kts
* *
* * Now normal landing approach speed are 70Kts (ya right... most fly it
* * around 80Kts...)
* * and if you have to go around its 55Kts... depending on the loading and
* * factors. But, that is right on the money kind of flying.. and most
* * don't get that good... even ATPs put in cessna 172 don't get that
* * good... only test pilots get that good... and then they don't use a
* * cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
* * been bounced around for how many hours.. and lost its accuracy... .
* *
* * Now.. one thing I should point out here... as you can see the speeds are
* * all within a knot or two of each other... so what most do is hold at or
* * above that speed within a few kts... (actually about 1.3 Vso)
* *
* * If you look in the POH you will find the take off and landing data

* * listed... which accounts for wind, temp and altitude... and for a design
* * weights...
* *
* * So I wouldn't go dialing in numbers for grass field rotation.. and here
* * is why... the planes wing will develop the lift at the speed listed.. be
* * it on grass, dirt or paved... so Vr is Vr no matter what you are taking
* * off of... and remember its not the ground speed... it is the air speed
* * that the wing sees...
* *
* * Again in the POH you will find a cessna graph.. that shows for what
* * weight... and distance it will glide at what speed...
* *
* * Go by the POH... and then when you get in the plane.. (no two are made
* * the same) use the numbers as guidelines.. and/or throw the pages out..
* * and come up with your own for that plane.... as when you flying the
* * plane you develop the ability to feel when the plane is ready to fly...
* * after all your not a instrument pilot .. yet... so don't dial in numbers
* * that you shouldn't be playing with yet... student pilots usually do
* * good if they can hold plus or minus 10 kts... on any maneuver...
* *
* * What is more important is to recognize when the wing is going to
* * stall... and the feeling, sounds and input sensory of this... About
* * all he needs to know right now is the planes stall speed with and
* * without flaps... and from their... the rest is above those numbers...
* * Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* * those are again reference speeds... the only other one that is
* * important is the Vne.. as most students get up around that speed once
* * in their lifetime... most never see ideal cruse speed however... but
* * again.. the feeling for the plane.. changes... and that is what one
* * learns...
* *
* * NOW FOR THE BAD NEWs
* *
* * Its good to know that a 11 year old is learning to fly... but,... we
* * don't recommend it... schooling and making models. learning about the
* * physics of flight .. fine.. but, he can't get his license till he is old
* * enough.. and we have all seen ... to often parents that allow/push their
* * kids into flying planes... the last one was a little girl who spun in
* * and killed everyone on board... on take off in Co. Flying is not a
* * game .. or a toy.. or like computers... you can't hit the reset button
* * and get up out of the hole you made... and too many parents think Johnny
* * is so great when he is learning to fly at age 7... and while its
* * nice... again... if you check the legal issues... and the age limit...
* * it applies... for a reason... Its nice to be proud of the kids
* * accomplishments... however its not a media hipe... social order thing...
* * all to often it ends up the parent gets upset because the kid got
* * killed.. and now wants to sue the instructor for allowing it... atttt
* * not happening... most of the family courts turn it back to the parents
* * as child endangerment... now...
* *

* * I say this to keep the thrill alive... as I had a friend who was a
* * instructor... and took on a 10 year old kid... because Johnny wanted to
* * learn to fly... you go teach him.. we'll pay... its is his dream.. they
* * said... He had a little cessna 120.. that he used to fly... notice I
* * say he used to fly... seems after the second lesson the kid went to
* * school and bragged about going out and how he was playing top gun...
* * doing things that only could be seen in the movies... but, never the
* * less... the kid continually disrupted the class.. with his... wild
* * flying... the teacher sent the kid to the school nurse ... with a note
* * that she thought the kid was traumatized... the nurse agreed and sent
* * the kid home... telling the parents that he was so bad that he only
* * could keep taking about how scary the flight was... so as to impress the
* * others... with his ... achievements... the school sent him home and
* * would n't let him come back till after the doctor said he was normal
* * again... the school contacted the child abuse people... who then went
* * to the parents and hauled them into court.. for endangering their kids
* * life... now you know what happened... next to save themselves...
* *
* * Well the parents got a lawyer... and he went and got some quack
* * doctor... to certify that the reason
* * the kid was this way was because the instructor did it... guess who got
* * sued big time... and used to fly a cessna 120... even though he was one
* * of the best instructor around... and never did what the kid bragged at
* * school he did... the kid lived a lie... the parents backed him up to
* * save themselves.... heck the defense proved that the little cessna
* * could not do half of what the kid said he did... and still the judge
* * sided with the kid... and awarded the money...
* *
* * So with that in mind... I would never take a person under age on any
* * flight... and I notice that CAP doesn't either after they experienced
* * some of the same suits...
* *
* * I think its great that your son is wanting to learn how to fly... and
* * your lucky to find a instructor to take him on... most of the ones that
* * I know.. wouldn't... and most advised the parents who said.. oh yes
* * we'll sign a consent form... for johnny... ahhhh doesn't fly either...
* * you can't sign someone else's rights away... so the court has shown...
* * nope.. I would rather see him get his teething on flying by getting into
* * RC planes of something else less threating... and when he gets to be 17
* * and responsible for his actions... then give him the money to go learn
* * how to fly...
* *
* * As a parent you also want to think about the liability if he got
* * distracted and hit a airliner or another plane... under age your still
* * responsible... for his actions... that should keep you up at night...
* *
* * flying is not a game nor a toy... the people who made mistakes are not
* * here to tell you about it... however... they are dead... Flying is
* * basically risk management... ya lose.. your dead...
* *

* * sorry to burst your balloon...
* *
* * Keep the greasy side down... and the pointy side forward...
* *
* *
* *
* *
* * wd9ezk wrote:
* *
* *
* * My eleven year old son,(KC9BLC) is taking flying lessons, and since I
* *
* * am not a pilot I am not much help. He is learning the "V speeds" for
* *
* * a Cessna C-172R and I can not find a definition for the following V
* *
* * speeds. We think we know after talking to several pilots but they
* *
* * were not even sure!
* *
* *
* *
* * This is what we have.
* *
* *
* *
* * Vrsf 55 for a short field rotation
* *
* * Vsfa 62 for a short field approach
* *
* * Vgld 65 we think its the same as Vg Best Glide speed
* *
* *
* *
* * We would appreciate anyone responding with an answer that they are
* *
* * sure is correct.
* *
* *
* *
* * Thanks
* *
* *
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* * Yahoo! Groups Links
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* * http://groups.yahoo.com/group/Flying_Hams/
* *
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* *
* * Flying_Hams-unsubscribe@yahoogroups.com
* *
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* * http://docs.yahoo.com/info/terms/
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* YAHOO! GROUPS LINKS
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* Visit your group "Flying_Hams" on the web.
*
* To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
*
* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.
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* Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.

256. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-30 01:44:15 UTC
From: Daniel Hileman
Topic: 159 Message: 256

HI David,
nope, no one (non-pilot) CAN log the time unless he's with a certified flight instructor, no matter how much experience the Pilot (in the left seat has) unless the pilot is a CFI as well, the passenger in the right seat can not log it. Until the student is signed off by a CFI, he can only log DUAL time, and once he's soloing...he can log PIC. hope that's as clear as mud.

73,
Daniel N9WX

David Harris <wb1bpv@...> wrote: I'm not a pilot so please don't bite my head off, but if he was right seat and his father let him fly, even though he wasn't PIC, would the right seat hours be loggable or would he have to be a CFI?

Just curious,

David

gmas@... wrote:
Yes I did read your post... thanks... and my comment was that you surly would disagree with your dad and his instructions... and he being one of those USMC type one each... would probably have knocked the snott out of you twice... once for back taking to him and not doing what he said.. and the second time for making sure you remember the first time.....

Well clearly us others... that have over 20,000 hrs flying with a majority of the time in instructing...and came from the USAF... Ya...we delivered the Jar heads so they can say they are first in... (gee wonder how they got their...FM?...) we just can't hold a candle to your instruction you got... some of us had to do it the hard way... on our own... that and a good book with ma nature and the school of hard knocks.. (flying at 15 was illegal as heck but, hey we were up to the challenge ... after all the desert was big place with lots of room to fly in... and no one was out their... except jack rabbits... and snakes... and yes we flew for two years without a license till we got busted... then we had to do it the right way... and the adventure contenued... but, by then we had lots of practice patching up the plane and ourself...(bunch of broken parts on both) and our natural ability to fly...got better... why we didn't get killed... must be the 9 lives pilots have... I know I used at least 6 of 'em learning)
... but, then again neither did curtis, yegar and some of the others that went on to be outstanding aviators... (yes I know him well) How many different kinds of planes have I flown...in my 40 some years... ahhhh... lost track... but a lot of 'em... more than you can count on both your fingers and toes...twice... for sure... but, I still have a soft spot for that old champ... with the old 2 cycle drone engine for

power... (what regulations... we knew one end of a wrech from the other... besides... had lots of wooden surplus props that were sold for clocks... that still worked great... just never told anyone... grin...

In the old days the check rides were with the FAA people... (they really impressed the heck out of me... when I went for my license... scared stiff but, flew well)... then they changed to the DCRI's ... and he went out with you to do some work.. if he thought you were a nice guy and knew what you were talking about.. (My last check ride lasted less than 20 min as we came back and he signed it off) did a good takeoff and landing... he signed you off... NOT TODAY... now they have to go out and check everything off that you did it in the check ride book...

Again you didn't get my point on logging time.. .you don't have 5000 hrs of logable time before you got your license... it doesn't count... you were a pax in the plane legally... your father who was PIC did... when you got your Student license... from the Doc... then the clock started... so in reality you have less than 15,000 if your counting the 5K you had before that moment in time... sorry...

It would be like me saying I got time this last week when I flew on United to the east... setting in the back of the 777... ya I logged 22 hours.. where is my book... attt wrong answer... I rode in the airplane for 22 hours... same as yours...

My point being.. Yes I agree that you can get some very good experiance... and exposure to flying by riding around with anyone.. if your alert and paying attention... and his showing you the ropes so to speak... were educational... but, other than that...

sorry... I don't even agree with you about the USMC being the best pilot thing... for that branch of the service... ahhh USAF rules... grin... you know I had to say that... about the only other branch that comes close is NAVY... but, then again they consistantly hold 2nd place... and you guys... well 4th isn't bad... least your in the top 5 contenders... :) grin...

Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see the blue angels and the thunderbirds... nope no J's flying sorry... WohoooHaaa..

:) :) :)

* GMAS, obviously you didn't read my post. Item one. My dad taught me..
* Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs
* while flying from the RIGHT SEAT with y dad and NO, I couldn't use those
* hours Legally. I was just trying to prove a point about getting quite a
* bit of instruction as well as learning a LOT MORE then any CFI could
* ever teach me by the time I was READY for othe CFI in order to get my
* Ticket. YEP, I had to get the required 40 hours as well as all the

* other things you outlined in your F.A.R. section. I took my check ride
* at 40 hours by by the way. Yes, the final section about the Instrument
* rating, I STARTED my training with a CFII the day after I got my PPL. I
* was already capable of taking the CHECKRIDE that next day as shown to
* the Designated Examiner. He quized me on several questions about
* instrument flying and even asked me if I would be willing to do an
* instrument approach for him AFTER the final section of the PPL Checkride
* and I did. He said I would have no problem. AND then I had to take the
* required 40 hours of instruction for my Instrument training.
*
* All I was saying is that if you have a father who is VERY PROFICIENT at
* flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* has ever had, then you have the opportunity to learn quite a bit.. That
* was my case.
*
* OH, by the way, if you would like to see a Distinguished career from
* someone who just about all the military pilots know, Look in WHO's WHO
* in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* you come up with....
*
* See ya,
* Pilot Dave - (the WELL TRAINED SON) Coronado
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 11:45 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* David... ahhhh are you sure about your posting... are we talking the
* same here...
*
* * your dad taught you... think you would say something bad about him and
* not get the snott knocked out of you.. hmmm
* * instructor had 400 flight hours... really... hmmmm...
* * you took instruction at 16.. you had no real logged flight time .. you
* rode around with him for 5,000 hrs.. ??? sure you were PIC... ???
* Right or left makes no difference...
* * you can't count that 5,000 air time.. legally... sorry... even for
* your next rating... till you get a license... then only does it count if
* your PIC... or a instructor (who can also claim dual time with a
* student)
* * Ok lets see if we got this right... you got your private license and
* the next day you got your instrument rating... ahhhhh... you started
* your inst. training...
* * 40 years ago most helo pilots in VN only had a couple hundred hours
* flying time...
* * 40 years ago people took responsibility for their own actions...

* today... its not their fault... and someone else responsibility.. that
* didn't teach 'em right... things have changed since the Me/My
* generation came out...
*
*
*
* Here is what is The FAR's ...
*
*
*
* You need 50 hours of Pilot In Command cross-country time (defined as a
* landing at a point more than 50NM from the original point of departure).
* some cross-country time meeting the IFR cross-country requirements,
*
* You'll need 40 hours of actual or simulated instrument time. This time
* doesn't have to be with an instructor though, you can use an
* appropriately rated safety pilot to build this time.
*
* You'll need 15 hours of training from a CFI-I.
*
* You need to complete a dual cross-country flight under IFR.
*
* The details are all in 14 CFR Part 61.65.
*
*
* Sorry...
*
*
* But, what does it prove to have a 6 year old learn how to fly... ???
* media stunt...gone wrong... parent ego attack... and a unsafe sky... to
* let them take the controls ... even with a dad... sitting their... and
* what stress is the kid under that is suddenly placed in a situation...
* Bang the engine goes... or they hit a bird ... while good old dad is
* asleep at the switch... it really is child endangerment when they are
* expected to perform at that age... you can't tell me that a 6 year old
* or even a 11 year old will know the difference between fun and safety...
* and I don't think much of the parent who puts their kid in that
* situation... its not a game up their... I quite frankly would like to
* see the PIC's license pulled for giving the controls over to such a
* youngster...
*
*
* Would you let them drive your car down the freeway... or hand them a
* loaded gun... and say shoot... hmmmm... didn't think so... heck they
* can't even reach the rudder pedals and look over the dash at the same
* time... they.. just too short... unless you make some reallllllyyyyy big
* adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* think I hear the people in the back requesting parachutes ....
* something about bailing out... :)
*

*
* learning from your dad is great.. and I respect that..... I think
* eveyones dad did the same... even if they didn't fly...
*
*
* Nothing can beat a good instructor... especially ones that have lots of
* hours ... or military instruction time... but, I don't know any that can
* live on 20 bux a hour 3 or 4 days a week... Most use flight instructing
* now a days for a stepping stone to move on into the ATP and commercial
* airlines... I also find that if a student is good.. he doesn't give
* up... during the flight right up to the point where I tell 'em nice
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* so the next time he is able to have the plan in his mind as what to
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* aren't learning... and a bad instructor is one that always takes over
* when things are not working out right... students then depend on the
* instructor to bail 'em out... on the little things... and I chuckle
* thinking about some of the students I have had... that really at first I
* thought should give it up... but, they kept being a pest... hammering
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* and abilities above reproach... grin...
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*
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* SEAT and have an instructor, I was teaching a LOT OF THINGS to the
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* LOT from him. It is very ironic that there are so many instructors out
* there who only have a few hundred hours and they are teaching. My
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* right seat obviously.. BUT, I still kept the air time even though it
* isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* time when I got my Private pilots license. I then took my Instrument

* training the day after I got my Private pilots license as my father had
* taught me just about everything that you can learn about instruments
* when I was 13 years old. I was flying complete approaches as well as
* holding maneuvers etc....
*
* The long story short, if you have a GREAT instructor, one who has MANY
* 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I
* think that the number of hours needed to become a CFI, Certified Flight
* Instructor should be a whole lot more then it is. I was also teaching
* the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* before. Again, I got all my training from my father who was a Marine
* Fighter pilot and wanted to teach all of us well so we didn't get any
* bad habits and would learn to fly the plane and not let some controller
* who probably has never flown put us into a mountain because he forgot us
* or something like that.
*
* For the little 12 year old who is taking flying lessons, you know you
* can go out and get flight sim 2004 and fly a 172 cessna and set it up
* for realism, just like you are flying the real thing and you will learn
* very quickly how to fly it. You just take the lessons offered on the
* FS2004 and you will be a very good pilot. It has been proven time and
* time again that you should be able to take your Private Pilot Flight
* exam by someplace just over 40 hours instead of the usual 60-70 which
* seems to be the nationwide average.
*
* The above is just my opinion. I have flown over 95 different types of
* aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* Instrument, Commercial and Type rated in several different jets. I have
* been flying for over 38 years now and have over 19,000 hours.
*
* SO, I guess to teach a young 6 year old and up how to fly isn't as
* dangerous as this guy is saying.
*
* Take care and happy flying,
* Dave in Coronado, CA
*
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of gmas
* Sent: Sunday, March 26, 2006 7:55 PM
* To: Flying_Hams@yahoogroups.com
* Subject: Re: [Flying_Hams] flying is not for .. kids...
*
*
* Well... its kinda not definable... as you have to take into
* consideration weights and day temps, wind, humidity.. surfaces, and
* altitude of the field... etc... so their is really no Vspeed for the 172

* that is defined.. as to short field rotation... and approach speed...
* its the normal, flaps up, down speeds... thus be it grass or hard
* surface... Vr is 55-6 kts...
*
* Of course flaps settings will change speeds due to the setting of
* them... cessna uses a flap that also adds lift to the plane when less
* that 15 deg... but, go past that and they add drag... however, you have
* again a variable... and that is the angle of attack that the plane is
* experiencing at the time.. which figures into the flap L/D/S ratio...
*
* Most of the Vspeeds are
*
* Vr 55Kts
* 50 ft obstacle... 56kts over trees etc... and also soft field
* Vx is 60 kts
* Vy is 76 kts
* and your V best Glide... speed is 65Kts
* Va 99Kts
*
* Now normal landing approach speed are 70Kts (ya right... most fly it
* around 80Kts...)
* and if you have to go around its 55Kts... depending on the loading and
* factors. But, that is right on the money kind of flying.. and most
* don't get that good... even ATPs put in cessna 172 don't get that
* good... only test pilots get that good... and then they don't use a
* cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
* been bounced around for how many hours.. and lost its accuracy... .
*
* Now.. one thing I should point out here... as you can see the speeds are
* all within a knot or two of each other... so what most do is hold at or
* above that speed within a few kts... (actually about 1.3 Vso)
*
* If you look in the POH you will find the take off and landing data
* listed... which accounts for wind, temp and altitude... and for a design
* weights...
*
* So I wouldn't go dialing in numbers for grass field rotation.. and here
* is why... the planes wing will develop the lift at the speed listed.. be
* it on grass, dirt or paved... so Vr is Vr no matter what you are taking
* off of... and remember its not the ground speed... it is the air speed
* that the wing sees...
*
* Again in the POH you will find a cessna graph.. that shows for what
* weight... and distance it will glide at what speed...
*
* Go by the POH... and then when you get in the plane.. (no two are made
* the same) use the numbers as guidelines.. and/or throw the pages out..
* and come up with your own for that plane.... as when you flying the
* plane you develop the ability to feel when the plane is ready to fly...
* after all your not a instrument pilot .. yet... so don't dial in numbers

* that you shouldn't be playing with yet... student pilots usually do
* good if they can hold plus or minus 10 kts... on any maneuver...
*
* What is more important is to recognize when the wing is going to
* stall... and the feeling, sounds and input sensory of this... About
* all he needs to know right now is the planes stall speed with and
* without flaps... and from their... the rest is above those numbers...
* Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* those are again reference speeds... the only other one that is
* important is the Vne.. as most students get up around that speed once
* in their lifetime... most never see ideal cruse speed however... but
* again.. the feeling for the plane.. changes... and that is what one
* learns...
*
* NOW FOR THE BAD NEWs
*
* Its good to know that a 11 year old is learning to fly... but,... we
* don't recommend it... schooling and making models. learning about the
* physics of flight .. fine.. but, he can't get his license till he is old
* enough.. and we have all seen ... to often parents that allow/push their
* kids into flying planes... the last one was a little girl who spun in
* and killed everyone on board... on take off in Co. Flying is not a
* game .. or a toy.. or like computers... you can't hit the reset button
* and get up out of the hole you made... and too many parents think Johnny
* is so great when he is learning to fly at age 7... and while its
* nice... again... if you check the legal issues... and the age limit...
* it applies... for a reason... Its nice to be proud of the kids
* accomplishments... however its not a media hipe... social order thing...
* all to often it ends up the parent gets upset because the kid got
* killed.. and now wants to sue the instructor for allowing it... atttt
* not happening... most of the family courts turn it back to the parents
* as child endangerment... now...
*
* I say this to keep the thrill alive... as I had a friend who was a
* instructor... and took on a 10 year old kid... because Johnny wanted to
* learn to fly... you go teach him.. we'll pay... its is his dream.. they
* said... He had a little cessna 120.. that he used to fly... notice I
* say he used to fly... seems after the second lesson the kid went to
* school and bragged about going out and how he was playing top gun...
* doing things that only could be seen in the movies... but, never the
* less... the kid continually disrupted the class.. with his... wild
* flying... the teacher sent the kid to the school nurse ... with a note
* that she thought the kid was traumatized... the nurse agreed and sent
* the kid home... telling the parents that he was so bad that he only
* could keep taking about how scary the flight was... so as to impress the
* others... with his ... achievements... the school sent him home and
* would n't let him come back till after the doctor said he was normal
* again... the school contacted the child abuse people... who then went
* to the parents and hauled them into court.. for endangering their kids
* life... now you know what happened... next to save themselves...

*
* Well the parents got a lawyer... and he went and got some quack
* doctor... to certify that the reason
* the kid was this way was because the instructor did it... guess who got
* sued big time... and used to fly a cessna 120... even though he was one
* of the best instructor around... and never did what the kid bragged at
* school he did... the kid lived a lie... the parents backed him up to
* save themselves.... heck the defense proved that the little cessna
* could not do half of what the kid said he did... and still the judge
* sided with the kid... and awarded the money...
*
* So with that in mind... I would never take a person under age on any
* flight... and I notice that CAP doesn't either after they experienced
* some of the same suits...
*
* I think its great that your son is wanting to learn how to fly... and
* your lucky to find a instructor to take him on... most of the ones that
* I know.. wouldn't... and most advised the parents who said.. oh yes
* we'll sign a consent form... for johnny... ahhhh doesn't fly either...
* you can't sign someone else's rights away... so the court has shown...
* nope.. I would rather see him get his teething on flying by getting into
* RC planes of something else less threating... and when he gets to be 17
* and responsible for his actions... then give him the money to go learn
* how to fly...
*
* As a parent you also want to think about the liability if he got
* distracted and hit a airliner or another plane... under age your still
* responsible... for his actions... that should keep you up at night...
*
* flying is not a game nor a toy... the people who made mistakes are not
* here to tell you about it... however... they are dead... Flying is
* basically risk management... ya lose.. your dead...
*
* sorry to burst your balloon...
*
* Keep the greasy side down... and the pointy side forward...
*
*
*
*
* wd9ezk wrote:
*
*
* My eleven year old son,(KC9BLC) is taking flying lessons, and since I
*
* am not a pilot I am not much help. He is learning the "V speeds" for
*
* a Cessna C-172R and I can not find a definition for the following V
*
* speeds. We think we know after talking to several pilots but they

*
* were not even sure!
*
*
*
* This is what we have.
*
*
*
* Vrsf 55 for a short field rotation
*
* Vsfa 62 for a short field approach
*
* Vgld 65 we think its the same as Vg Best Glide speed
*
*
*
* We would appreciate anyone responding with an answer that they are
*
* sure is correct.
*
*
*
* Thanks
*
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* Yahoo! Groups Links
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* http://groups.yahoo.com/group/Flying_Hams/
*
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*
* Flying_Hams-unsubscribe@yahoogroups.com
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* http://docs.yahoo.com/info/terms/

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257. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-30 01:58:48 UTC
From: Daniel Hileman
Topic: 159 Message: 257

OK OK OK,

Guys, please stop the arguing...this group is not for fighting out your differences! I didnt start this group for that! (please dont keep posting your arguments to the Group!) It was started to bring Hams that LOVE aviation (or vice versa :-) together to discuss issues that pertain to both interests...like, putting a rig in your plane...wiring headsets up to use with your rig...what aircraft you LOVE, what ham radio you love, etc! I dont want to have to read each post before it goes to the group, but I will if I have to! I have NO problem with asking technical FAR type questions but can we PLLLLLLLEASE keep it friendly???????!!! Let's put our 10,000 flight hour egos to rest!! I'm sure there's a group for arguing over this type stuff, but please not on here! I'm going flying and have FUUUUUUN!!!

Thanks and 73,
Daniel WX
(I apologize to everyone for sounding like a jerk!)

gmas@... wrote: To log flying time you must meet several conditions... (check the FARs)
First is to be PIC...
or
Be a student of age taking instruction... from a certified and
approprately rated instructor...
and being PIC...
then its called dual time... both of your are PIC... (only condition where
it happens)
and you must be
manuplating the controls of the aircraft under your own or the instuctors
supervision...
and...
You must have your student pilots license and/or be a rated pilot in that
catagory and class of plane...
and...
Have a current medical.
and... (well lets just stop at that)

DON'T ASSUME THAT THE INSTRUCTOR IS... Check his credentials... (matter of
fact that opens up a whole different thought... never assume anthing in
flying... it will get you killed) I know a lot of them that were
instructors in the military... never flew a little cessna... are they
rated in that class and cat.. of plane... Hmmmmm.... Would you go take
instruction in a little cessna from a helo pilot... even though he says he
is a instructor... and their are lots of frauds out their also...

In his case he was riding around with him under age... and while his dad
was a instructor... (question was rated for the aircraft giving
instruction in)

most don't... as it begins to look a little strange... that the father is schooling the kid... and suddenly he shows up with all these hours... and no PPL... hmmm you begin to think... this kid is dumb or something... till the air is cleared... Most that are instructors send their wives and kids to another instructor... reasons given are
Demand...
Understanding...
non-family member...
and biggest of all keeps peace within the family... as if the student isn't doing so well... its embarassing one.. and normally frustrating second... as family memebers think on the lines of getting away with things...

Matter of fact... I suggest to students to go with another instructor at least several times in their training... that way they don't pick up my bad habbits nor get used to my training methodes...

Training is only the guideance of one to...on their own learn... really think of the instructor in the plane as a two pilot operation... he and you... He should not be taking control of the plane unless your in bad trouble... you should be listening to his instructions... a good instructor should never ever have to take over the plane... as he should be guiding the student to maintain control... verbably... he is your back up only... after all your paying for the flying.. why should he get the time.. hmmmm...

Now Super Dave... logged a lot of ride time... as he was under age and until he got his student pilots license... then he could start logging time...

Nope just a lot of rideing around time... is all he got.. doesn't account for much of anything... except the exposure to being in the enviroment. Which in itself.. ain't bad... for we learn by sensory preception... huh...

I hope I didn't appear to bite your head off... sorry if you felt that way... no question is a stupid one... when ask by someone seeking information...

Hope this helps...

* I'm not a pilot so please don't bite my head off, but if he was right seat
* and his father let him fly, even though he wasn't PIC, would the right
* seat hours be loggable or would he have to be a CFI?
*
* Just curious,
*
* David
*
* gmas@... wrote:
* Yes I did read your post... thanks... and my comment was that you surly
* would disagree with your dad and his instructions... and he being one of

* those USMC type one each... would probably have knocked the snott out of
* you twice... once for back taking to him and not doing what he said.. and
* the second time for making sure you remember the first time.....
*
* Well clearly us others... that have over 20,000 hrs flying with a majority
* of the time in instructing...and came from the USAF... Ya...we delivered
* the Jar heads so they can say they are first in... (gee wonder how they
* got their...FM?...) we just can't hold a candle to your instruction you
* got... some of us had to do it the hard way... on our own... that and a
* good book with ma nature and the school of hard knocks.. (flying at 15 was
* illegal as heck but, hey we were up to the challenge ... after all the
* desert was big place with lots of room to fly in... and no one was out
* their... except jack rabbits... and snakes... and yes we flew for two
* years without a license till we got busted... then we had to do it the
* right way... and the adventure contenued... but, by then we had lots of
* practice patching up the plane and ourself...(bunch of broken parts on
* both) and our natural ability to fly...got better... why we didn't get
* killed... must be the 9 lives pilots have... I know I used at least 6 of
* 'em learning)
* ... but, then again neither did curtis, yegar and some of the others
* that went on to be outstanding aviators... (yes I know him well) How
* many different kinds of planes have I flown...in my 40 some years...
* ahhhh... lost track... but a lot of 'em... more than you can count on
* both your fingers and toes...twice... for sure... but, I still have a
* soft spot for that old champ... with the old 2 cycle drone engine for
* power... (what regulations... we knew one end of a wrech from the
* other... besides... had lots of wooden surplus props that were sold for
* clocks... that still worked great... just never told anyone... grin...
*
* In the old days the check rides were with the FAA people... (they really
* impressed the heck out of me... when I went for my license... scared stiff
* but, flew well)... then they changed to the DCRI's ... and he went out
* with you to do some work.. if he thought you were a nice guy and knew what
* you were talking about.. (My last check ride lasted less than 20 min as we
* came back and he signed it off) did a good takeoff and landing... he
* signed you off... NOT TODAY... now they have to go out and check
* everything off that you did it in the check ride book...
*
* Again you didn't get my point on logging time.. .you don't have 5000 hrs
* of logable time before you got your license... it doesn't count... you
* were a pax in the plane legally... your father who was PIC did... when
* you got your Student license... from the Doc... then the clock started...
* so in reality you have less than 15,000 if your counting the 5K you had
* before that moment in time... sorry...
*
* It would be like me saying I got time this last week when I flew on United
* to the east... setting in the back of the 777... ya I logged 22 hours..
* where is my book... attt wrong answer... I rode in the airplane for 22
* hours... same as yours...
*

* My point being.. Yes I agree that you can get some very good experiance...
* and exposure to flying by riding around with anyone.. if your alert and
* paying attention... and his showing you the ropes so to speak... were
* educational... but, other than that...
*
* sorry... I don't even agree with you about the USMC being the best pilot
* thing... for that branch of the service... ahhh USAF rules... grin... you
* know I had to say that... about the only other branch that comes close is
* NAVY... but, then again they consistantly hold 2nd place... and you
* guys... well 4th isn't bad... least your in the top 5 contenders... :)
* grin...
*
* Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I see
* the blue angels and the thunderbirds... nope no J's flying sorry...
* WohoooHaaa..
*
* :) :) :)
*
*
*
*
*
*
*
*
*
* * GMAS, obviously you didn't read my post. Item one. My dad taught me..
* * Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* * recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* * PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000 hrs
* * while flying from the RIGHT SEAT with y dad and NO, I couldn't use those
* * hours Legally. I was just trying to prove a point about getting quite a
* * bit of instruction as well as learning a LOT MORE then any CFI could
* * ever teach me by the time I was READY for othe CFI in order to get my
* * Ticket. YEP, I had to get the required 40 hours as well as all the
* * other things you outlined in your F.A.R. section. I took my check ride
* * at 40 hours by by the way. Yes, the final section about the Instrument
* * rating, I STARTED my training with a CFII the day after I got my PPL. I
* * was already capable of taking the CHECKRIDE that next day as shown to
* * the Designated Examiner. He quized me on several questions about
* * instrument flying and even asked me if I would be willing to do an
* * instrument approach for him AFTER the final section of the PPL Checkride
* * and I did. He said I would have no problem. AND then I had to take the
* * required 40 hours of instruction for my Instrument training.
* *
* * All I was saying is that if you have a father who is VERY PROFICIENT at
* * flying, in fact, is one of the finest FIGHTER PILOTS the Marine Corps
* * has ever had, then you have the opportunity to learn quite a bit.. That
* * was my case.
* *
* * OH, by the way, if you would like to see a Distinguished career from

* * someone who just about all the military pilots know, Look in WHO's WHO
* * in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See what
* * you come up with....
* *
* * See ya,
* * Pilot Dave - (the WELL TRAINED SON) Coronado
* *
* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 11:45 PM
* * To: Flying_Hams@yahoogroups.com
* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * David... ahhhh are you sure about your posting... are we talking the
* * same here...
* *
* * * your dad taught you... think you would say something bad about him and
* * not get the snott knocked out of you.. hmmm
* * * instructor had 400 flight hours... really... hmmmm...
* * * you took instruction at 16.. you had no real logged flight time .. you
* * rode around with him for 5,000 hrs.. ??? sure you were PIC... ???
* * Right or left makes no difference...
* * * you can't count that 5,000 air time.. legally... sorry... even for
* * your next rating... till you get a license... then only does it count if
* * your PIC... or a instructor (who can also claim dual time with a
* * student)
* * * Ok lets see if we got this right... you got your private license and
* * the next day you got your instrument rating... ahhhhh... you started
* * your inst. training...
* * * 40 years ago most helo pilots in VN only had a couple hundred hours
* * flying time...
* * * 40 years ago people took responsibility for their own actions...
* * today... its not their fault... and someone else responsibility.. that
* * didn't teach 'em right... things have changed since the Me/My
* * generation came out...
* *
* *
* *
* * Here is what is The FAR's ...
* *
* *
* *
* * You need 50 hours of Pilot In Command cross-country time (defined as a
* * landing at a point more than 50NM from the original point of departure).
* * some cross-country time meeting the IFR cross-country requirements,
* *
* * You'll need 40 hours of actual or simulated instrument time. This time
* * doesn't have to be with an instructor though, you can use an

* * appropriately rated safety pilot to build this time.
* *
* * You'll need 15 hours of training from a CFI-I.
* *
* * You need to complete a dual cross-country flight under IFR.
* *
* * The details are all in 14 CFR Part 61.65.
* *
* *
* * Sorry...
* *
* *
* * But, what does it prove to have a 6 year old learn how to fly... ???
* * media stunt...gone wrong... parent ego attack... and a unsafe sky... to
* * let them take the controls ... even with a dad... sitting their... and
* * what stress is the kid under that is suddenly placed in a situation...
* * Bang the engine goes... or they hit a bird ... while good old dad is
* * asleep at the switch... it really is child endangerment when they are
* * expected to perform at that age... you can't tell me that a 6 year old
* * or even a 11 year old will know the difference between fun and safety...
* * and I don't think much of the parent who puts their kid in that
* * situation... its not a game up their... I quite frankly would like to
* * see the PIC's license pulled for giving the controls over to such a
* * youngster...
* *
* *
* * Would you let them drive your car down the freeway... or hand them a
* * loaded gun... and say shoot... hmmmm... didn't think so... heck they
* * can't even reach the rudder pedals and look over the dash at the same
* * time... they.. just too short... unless you make some reallllllyyyyy big
* * adapter blocks... for 'em... and doesn't that take a 337 form ?? I
* * think I hear the people in the back requesting parachutes ....
* * something about bailing out... :)
* *
* *
* * learning from your dad is great.. and I respect that..... I think
* * eveyones dad did the same... even if they didn't fly...
* *
* *
* * Nothing can beat a good instructor... especially ones that have lots of
* * hours ... or military instruction time... but, I don't know any that can
* * live on 20 bux a hour 3 or 4 days a week... Most use flight instructing
* * now a days for a stepping stone to move on into the ATP and commercial
* * airlines... I also find that if a student is good.. he doesn't give
* * up... during the flight right up to the point where I tell 'em nice
* * try... I've got it... and when we get back we go over what was wrong..
* * so the next time he is able to have the plan in his mind as what to
* * do... and make it happen... If students don't make mistakes.. they
* * aren't learning... and a bad instructor is one that always takes over
* * when things are not working out right... students then depend on the

* * instructor to bail 'em out... on the little things... and I chuckle
* * thinking about some of the students I have had... that really at first I
* * thought should give it up... but, they kept being a pest... hammering
* * away.. and then one day.. I was impressed... as the student became the
* * master... a responsible thinking professional pilot... with confidence
* * and abilities above reproach... grin...
* *
* *
* *
* *
* *
* *
* *
* *
* *
* *
* * David Vincent wrote:
* *
* *
* *
* * I dissagree with this post about age. I was able to take my first
* * flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how to
* * fly. When I was 12 years old, I was flying instruments and was also
* * introduced to acrobatics. When it came time for me to move to the LEFT
* * SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* * instructor at 17. My father had taught me well and I learned a WHOLE
* * LOT from him. It is very ironic that there are so many instructors out
* * there who only have a few hundred hours and they are teaching. My
* * instructor I had back 40 years ago only had 400 hours. By the time I
* * took my instruction at 16, I had already amassed 5,000 hours of air time
* * with my father. I was able to fly the plane on most flights from the
* * right seat obviously.. BUT, I still kept the air time even though it
* * isn't legal with the FAA. I was only able to start LOGGING LEGAL air
* * time when I got my Private pilots license. I then took my Instrument
* * training the day after I got my Private pilots license as my father had
* * taught me just about everything that you can learn about instruments
* * when I was 13 years old. I was flying complete approaches as well as
* * holding maneuvers etc....
* *
* * The long story short, if you have a GREAT instructor, one who has MANY
* * 1,000's of hours and isn't a NEWBIE himself, then you can learn well. I
* * think that the number of hours needed to become a CFI, Certified Flight
* * Instructor should be a whole lot more then it is. I was also teaching
* * the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* * before. Again, I got all my training from my father who was a Marine
* * Fighter pilot and wanted to teach all of us well so we didn't get any
* * bad habits and would learn to fly the plane and not let some controller
* * who probably has never flown put us into a mountain because he forgot us
* * or something like that.
* *

* * For the little 12 year old who is taking flying lessons, you know you
* * can go out and get flight sim 2004 and fly a 172 cessna and set it up
* * for realism, just like you are flying the real thing and you will learn
* * very quickly how to fly it. You just take the lessons offered on the
* * FS2004 and you will be a very good pilot. It has been proven time and
* * time again that you should be able to take your Private Pilot Flight
* * exam by someplace just over 40 hours instead of the usual 60-70 which
* * seems to be the nationwide average.
* *
* * The above is just my opinion. I have flown over 95 different types of
* * aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* * Instrument, Commercial and Type rated in several different jets. I have
* * been flying for over 38 years now and have over 19,000 hours.
* *
* * SO, I guess to teach a young 6 year old and up how to fly isn't as
* * dangerous as this guy is saying.
* *
* * Take care and happy flying,
* * Dave in Coronado, CA
* *
* * <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
* *
* *
* * -----Original Message-----
* * From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* * On Behalf Of gmas
* * Sent: Sunday, March 26, 2006 7:55 PM
* * To: Flying_Hams@yahoogroups.com
* * Subject: Re: [Flying_Hams] flying is not for .. kids...
* *
* *
* * Well... its kinda not definable... as you have to take into
* * consideration weights and day temps, wind, humidity.. surfaces, and
* * altitude of the field... etc... so their is really no Vspeed for the 172
* * that is defined.. as to short field rotation... and approach speed...
* * its the normal, flaps up, down speeds... thus be it grass or hard
* * surface... Vr is 55-6 kts...
* *
* * Of course flaps settings will change speeds due to the setting of
* * them... cessna uses a flap that also adds lift to the plane when less
* * that 15 deg... but, go past that and they add drag... however, you have
* * again a variable... and that is the angle of attack that the plane is
* * experiencing at the time.. which figures into the flap L/D/S ratio...
* *
* * Most of the Vspeeds are
* *
* * Vr 55Kts
* * 50 ft obstacle... 56kts over trees etc... and also soft field
* * Vx is 60 kts
* * Vy is 76 kts

* * and your V best Glide... speed is 65Kts
* * Va 99Kts
* *
* * Now normal landing approach speed are 70Kts (ya right... most fly it
* * around 80Kts...)
* * and if you have to go around its 55Kts... depending on the loading and
* * factors. But, that is right on the money kind of flying.. and most
* * don't get that good... even ATPs put in cessna 172 don't get that
* * good... only test pilots get that good... and then they don't use a
* * cheap $1.298 AS indicator like cessna puts in... on the dash.. that has
* * been bounced around for how many hours.. and lost its accuracy... .
* *
* * Now.. one thing I should point out here... as you can see the speeds are
* * all within a knot or two of each other... so what most do is hold at or
* * above that speed within a few kts... (actually about 1.3 Vso)
* *
* * If you look in the POH you will find the take off and landing data
* * listed... which accounts for wind, temp and altitude... and for a design
* * weights...
* *
* * So I wouldn't go dialing in numbers for grass field rotation.. and here
* * is why... the planes wing will develop the lift at the speed listed.. be
* * it on grass, dirt or paved... so Vr is Vr no matter what you are taking
* * off of... and remember its not the ground speed... it is the air speed
* * that the wing sees...
* *
* * Again in the POH you will find a cessna graph.. that shows for what
* * weight... and distance it will glide at what speed...
* *
* * Go by the POH... and then when you get in the plane.. (no two are made
* * the same) use the numbers as guidelines.. and/or throw the pages out..
* * and come up with your own for that plane.... as when you flying the
* * plane you develop the ability to feel when the plane is ready to fly...
* * after all your not a instrument pilot .. yet... so don't dial in numbers
* * that you shouldn't be playing with yet... student pilots usually do
* * good if they can hold plus or minus 10 kts... on any maneuver...
* *
* * What is more important is to recognize when the wing is going to
* * stall... and the feeling, sounds and input sensory of this... About
* * all he needs to know right now is the planes stall speed with and
* * without flaps... and from their... the rest is above those numbers...
* * Next is the Vy and Vx... and the 50 foot tree (obstacle clearance) as
* * those are again reference speeds... the only other one that is
* * important is the Vne.. as most students get up around that speed once
* * in their lifetime... most never see ideal cruse speed however... but
* * again.. the feeling for the plane.. changes... and that is what one
* * learns...
* *
* * NOW FOR THE BAD NEWs
* *

* * Its good to know that a 11 year old is learning to fly... but,... we
* * don't recommend it... schooling and making models. learning about the
* * physics of flight .. fine.. but, he can't get his license till he is old
* * enough.. and we have all seen ... to often parents that allow/push their
* * kids into flying planes... the last one was a little girl who spun in
* * and killed everyone on board... on take off in Co. Flying is not a
* * game .. or a toy.. or like computers... you can't hit the reset button
* * and get up out of the hole you made... and too many parents think Johnny
* * is so great when he is learning to fly at age 7... and while its
* * nice... again... if you check the legal issues... and the age limit...
* * it applies... for a reason... Its nice to be proud of the kids
* * accomplishments... however its not a media hipe... social order thing...
* * all to often it ends up the parent gets upset because the kid got
* * killed.. and now wants to sue the instructor for allowing it... atttt
* * not happening... most of the family courts turn it back to the parents
* * as child endangerment... now...
* *
* * I say this to keep the thrill alive... as I had a friend who was a
* * instructor... and took on a 10 year old kid... because Johnny wanted to
* * learn to fly... you go teach him.. we'll pay... its is his dream.. they
* * said... He had a little cessna 120.. that he used to fly... notice I
* * say he used to fly... seems after the second lesson the kid went to
* * school and bragged about going out and how he was playing top gun...
* * doing things that only could be seen in the movies... but, never the
* * less... the kid continually disrupted the class.. with his... wild
* * flying... the teacher sent the kid to the school nurse ... with a note
* * that she thought the kid was traumatized... the nurse agreed and sent
* * the kid home... telling the parents that he was so bad that he only
* * could keep taking about how scary the flight was... so as to impress the
* * others... with his ... achievements... the school sent him home and
* * would n't let him come back till after the doctor said he was normal
* * again... the school contacted the child abuse people... who then went
* * to the parents and hauled them into court.. for endangering their kids
* * life... now you know what happened... next to save themselves...
* *
* * Well the parents got a lawyer... and he went and got some quack
* * doctor... to certify that the reason
* * the kid was this way was because the instructor did it... guess who got
* * sued big time... and used to fly a cessna 120... even though he was one
* * of the best instructor around... and never did what the kid bragged at
* * school he did... the kid lived a lie... the parents backed him up to
* * save themselves.... heck the defense proved that the little cessna
* * could not do half of what the kid said he did... and still the judge
* * sided with the kid... and awarded the money...
* *
* * So with that in mind... I would never take a person under age on any
* * flight... and I notice that CAP doesn't either after they experienced
* * some of the same suits...
* *
* * I think its great that your son is wanting to learn how to fly... and

* * your lucky to find a instructor to take him on... most of the ones that
* * I know.. wouldn't... and most advised the parents who said.. oh yes
* * we'll sign a consent form... for johnny... ahhhh doesn't fly either...
* * you can't sign someone else's rights away... so the court has shown...
* * nope.. I would rather see him get his teething on flying by getting into
* * RC planes of something else less threating... and when he gets to be 17
* * and responsible for his actions... then give him the money to go learn
* * how to fly...
* *
* * As a parent you also want to think about the liability if he got
* * distracted and hit a airliner or another plane... under age your still
* * responsible... for his actions... that should keep you up at night...
* *
* * flying is not a game nor a toy... the people who made mistakes are not
* * here to tell you about it... however... they are dead... Flying is
* * basically risk management... ya lose.. your dead...
* *
* * sorry to burst your balloon...
* *
* * Keep the greasy side down... and the pointy side forward...
* *
* *
* *
* *
* * wd9ezk wrote:
* *
* *
* * My eleven year old son,(KC9BLC) is taking flying lessons, and since I
* *
* * am not a pilot I am not much help. He is learning the "V speeds" for
* *
* * a Cessna C-172R and I can not find a definition for the following V
* *
* * speeds. We think we know after talking to several pilots but they
* *
* * were not even sure!
* *
* *
* *
* * This is what we have.
* *
* *
* *
* * Vrsf 55 for a short field rotation
* *
* * Vsfa 62 for a short field approach
* *
* * Vgld 65 we think its the same as Vg Best Glide speed
* *
* *

* *
* * We would appreciate anyone responding with an answer that they are
* *
* * sure is correct.
* *
* *
* *
* * Thanks
* *
* *
* *
* *
* *
* *
* *
* *
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* *
* *
* *
* * Yahoo! Groups Links
* *
* *
* *
* * http://groups.yahoo.com/group/Flying_Hams/
* *
* *
* *
* * Flying_Hams-unsubscribe@yahoogroups.com
* *
* *
* *
* * http://docs.yahoo.com/info/terms/
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*
* ---------------------------------
* YAHOO! GROUPS LINKS
*
*
* Visit your group "Flying_Hams" on the web.
*
* To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
*
* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.
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258. RE: [Flying_Hams] flying is not for .. kids...

Yahoo group: Flying_Hams
Date: 2006-03-30 02:17:03 UTC
From: gmas@inreach.com
Topic: 159 Message: 258

Gee I didn't know we were "fighting out our differences" when you make a blanket statement like that... didn't know explaining the rules and differences... was that intemidating or insulting.. Oh well..

However, YOu hit one area that I refuse to put up with... and that is some egotistical control freak jumping in and tell anyone that he is going to censor their right to free speach... or edit what they write.. because he thinks differently... if that is the way your going to run your board.. then I am punching the ejection handle... bye...

* OK OK OK,
*
* Guys, please stop the arguing...this group is not for fighting out your
* differences! I didnt start this group for that! (please dont keep
* posting your arguments to the Group!)
* It was started to bring Hams that LOVE aviation (or vice versa :-)
* together to discuss issues that pertain to both interests...like,
* putting a rig in your plane...wiring headsets up to use with your
* rig...what aircraft you LOVE, what ham radio you love, etc! I dont
* want to have to read each post before it goes to the group, but I will
* if I have to! I have NO problem with asking technical FAR type
* questions but can we PLLLLLLLEASE keep it friendly???????!!! Let's put
* our 10,000 flight hour egos to rest!! I'm sure there's a group for
* arguing over this type stuff, but please not on here! I'm going flying
* and have FUUUUUUN!!!
*
* Thanks and 73,
* Daniel WX
* (I apologize to everyone for sounding like a jerk!)
*
*
*
*
*
* gmas@... wrote: To log flying time you must meet several
* conditions... (check the FARs)
* First is to be PIC...
* or
* Be a student of age taking instruction... from a certified and
* approprately rated instructor...
* and being PIC...
* then its called dual time... both of your are PIC... (only condition
* where
* it happens)
* and you must be

* manuplating the controls of the aircraft under your own or the
* instuctors
* supervision...
* and...
* You must have your student pilots license and/or be a rated pilot in
* that
* catagory and class of plane...
* and...
* Have a current medical.
* and... (well lets just stop at that)
*
* DON'T ASSUME THAT THE INSTRUCTOR IS... Check his credentials... (matter
* of
* fact that opens up a whole different thought... never assume anthing in
* flying... it will get you killed) I know a lot of them that were
* instructors in the military... never flew a little cessna... are they
* rated in that class and cat.. of plane... Hmmmmm.... Would you go take
* instruction in a little cessna from a helo pilot... even though he says
* he
* is a instructor... and their are lots of frauds out their also...
*
*
* In his case he was riding around with him under age... and while his dad
* was a instructor... (question was rated for the aircraft giving
* instruction in)
* most don't... as it begins to look a little strange... that the father
* is
* schooling the kid... and suddenly he shows up with all these hours...
* and
* no PPL... hmmm you begin to think... this kid is dumb or something...
* till
* the air is cleared... Most that are instructors send their wives and
* kids
* to another instructor... reasons given are
* Demand...
* Understanding...
* non-family member...
* and biggest of all keeps peace within the family... as if the student
* isn't doing so well... its embarassing one.. and normally frustrating
* second... as family memebers think on the lines of getting away with
* things...
*
* Matter of fact... I suggest to students to go with another instructor at
* least several times in their training... that way they don't pick up my
* bad habbits nor get used to my training methodes...
*
* Training is only the guideance of one to...on their own learn... really
* think of the instructor in the plane as a two pilot operation... he and
* you... He should not be taking control of the plane unless your in bad
* trouble... you should be listening to his instructions... a good

* instructor should never ever have to take over the plane... as he should
* be guiding the student to maintain control... verbably... he is your
* back
* up only... after all your paying for the flying.. why should he get the
* time.. hmmmm...
*
* Now Super Dave... logged a lot of ride time... as he was under age and
* until he got his student pilots license... then he could start logging
* time...
*
* Nope just a lot of rideing around time... is all he got.. doesn't
* account
* for much of anything... except the exposure to being in the enviroment.
* Which in itself.. ain't bad... for we learn by sensory preception...
* huh...
*
* I hope I didn't appear to bite your head off... sorry if you felt that
* way... no question is a stupid one... when ask by someone seeking
* information...
*
* Hope this helps...
*
*
* * I'm not a pilot so please don't bite my head off, but if he was right
* seat
* * and his father let him fly, even though he wasn't PIC, would the right
* * seat hours be loggable or would he have to be a CFI?
* *
* * Just curious,
* *
* * David
* *
* * gmas@... wrote:
* * Yes I did read your post... thanks... and my comment was that you
* surly
* * would disagree with your dad and his instructions... and he being one
* of
* * those USMC type one each... would probably have knocked the snott out
* of
* * you twice... once for back taking to him and not doing what he said..
* and
* * the second time for making sure you remember the first time.....
* *
* * Well clearly us others... that have over 20,000 hrs flying with a
* majority
* * of the time in instructing...and came from the USAF... Ya...we
* delivered
* * the Jar heads so they can say they are first in... (gee wonder how
* they
* * got their...FM?...) we just can't hold a candle to your instruction

* you
* * got... some of us had to do it the hard way... on our own... that and
* a
* * good book with ma nature and the school of hard knocks.. (flying at 15
* was
* * illegal as heck but, hey we were up to the challenge ... after all
* the
* * desert was big place with lots of room to fly in... and no one was out
* * their... except jack rabbits... and snakes... and yes we flew for two
* * years without a license till we got busted... then we had to do it the
* * right way... and the adventure contenued... but, by then we had lots
* of
* * practice patching up the plane and ourself...(bunch of broken parts on
* * both) and our natural ability to fly...got better... why we didn't get
* * killed... must be the 9 lives pilots have... I know I used at least 6
* of
* * 'em learning)
* * ... but, then again neither did curtis, yegar and some of the others
* * that went on to be outstanding aviators... (yes I know him well) How
* * many different kinds of planes have I flown...in my 40 some years...
* * ahhhh... lost track... but a lot of 'em... more than you can count on
* * both your fingers and toes...twice... for sure... but, I still have a
* * soft spot for that old champ... with the old 2 cycle drone engine for
* * power... (what regulations... we knew one end of a wrech from the
* * other... besides... had lots of wooden surplus props that were sold
* for
* * clocks... that still worked great... just never told anyone... grin...
* *
* * In the old days the check rides were with the FAA people... (they
* really
* * impressed the heck out of me... when I went for my license... scared
* stiff
* * but, flew well)... then they changed to the DCRI's ... and he went out
* * with you to do some work.. if he thought you were a nice guy and knew
* what
* * you were talking about.. (My last check ride lasted less than 20 min
* as we
* * came back and he signed it off) did a good takeoff and landing... he
* * signed you off... NOT TODAY... now they have to go out and check
* * everything off that you did it in the check ride book...
* *
* * Again you didn't get my point on logging time.. .you don't have 5000
* hrs
* * of logable time before you got your license... it doesn't count... you
* * were a pax in the plane legally... your father who was PIC did...
* when
* * you got your Student license... from the Doc... then the clock
* started...
* * so in reality you have less than 15,000 if your counting the 5K you
* had

* * before that moment in time... sorry...
* *
* * It would be like me saying I got time this last week when I flew on
* United
* * to the east... setting in the back of the 777... ya I logged 22
* hours..
* * where is my book... attt wrong answer... I rode in the airplane for
* 22
* * hours... same as yours...
* *
* * My point being.. Yes I agree that you can get some very good
* experiance...
* * and exposure to flying by riding around with anyone.. if your alert
* and
* * paying attention... and his showing you the ropes so to speak... were
* * educational... but, other than that...
* *
* * sorry... I don't even agree with you about the USMC being the best
* pilot
* * thing... for that branch of the service... ahhh USAF rules... grin...
* you
* * know I had to say that... about the only other branch that comes close
* is
* * NAVY... but, then again they consistantly hold 2nd place... and you
* * guys... well 4th isn't bad... least your in the top 5 contenders... :)
* * grin...
* *
* * Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I
* see
* * the blue angels and the thunderbirds... nope no J's flying sorry...
* * WohoooHaaa..
* *
* * :) :) :)
* *
* *
* *
* *
* *
* *
* *
* *
* * * GMAS, obviously you didn't read my post. Item one. My dad taught
* me..
* * * Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* * * recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* * * PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000
* hrs
* * * while flying from the RIGHT SEAT with y dad and NO, I couldn't use
* those
* * * hours Legally. I was just trying to prove a point about getting

* quite a
* * * bit of instruction as well as learning a LOT MORE then any CFI could
* * * ever teach me by the time I was READY for othe CFI in order to get
* my
* * * Ticket. YEP, I had to get the required 40 hours as well as all the
* * * other things you outlined in your F.A.R. section. I took my check
* ride
* * * at 40 hours by by the way. Yes, the final section about the
* Instrument
* * * rating, I STARTED my training with a CFII the day after I got my
* PPL. I
* * * was already capable of taking the CHECKRIDE that next day as shown
* to
* * * the Designated Examiner. He quized me on several questions about
* * * instrument flying and even asked me if I would be willing to do an
* * * instrument approach for him AFTER the final section of the PPL
* Checkride
* * * and I did. He said I would have no problem. AND then I had to take
* the
* * * required 40 hours of instruction for my Instrument training.
* * *
* * * All I was saying is that if you have a father who is VERY PROFICIENT
* at
* * * flying, in fact, is one of the finest FIGHTER PILOTS the Marine
* Corps
* * * has ever had, then you have the opportunity to learn quite a bit..
* That
* * * was my case.
* * *
* * * OH, by the way, if you would like to see a Distinguished career from
* * * someone who just about all the military pilots know, Look in WHO's
* WHO
* * * in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See
* what
* * * you come up with....
* * *
* * * See ya,
* * * Pilot Dave - (the WELL TRAINED SON) Coronado
* * *
* * * -----Original Message-----
* * * From: Flying_Hams@yahoogroups.com
* [mailto:Flying_Hams@yahoogroups.com]
* * * On Behalf Of gmas
* * * Sent: Sunday, March 26, 2006 11:45 PM
* * * To: Flying_Hams@yahoogroups.com
* * * Subject: Re: [Flying_Hams] flying is not for .. kids...
* * *
* * *
* * * David... ahhhh are you sure about your posting... are we talking the
* * * same here...

* * *
* * * * your dad taught you... think you would say something bad about him
* and
* * * not get the snott knocked out of you.. hmmm
* * * * instructor had 400 flight hours... really... hmmmm...
* * * * you took instruction at 16.. you had no real logged flight time ..
* you
* * * rode around with him for 5,000 hrs.. ??? sure you were PIC...
* ???
* * * Right or left makes no difference...
* * * * you can't count that 5,000 air time.. legally... sorry... even for
* * * your next rating... till you get a license... then only does it
* count if
* * * your PIC... or a instructor (who can also claim dual time with a
* * * student)
* * * * Ok lets see if we got this right... you got your private license
* and
* * * the next day you got your instrument rating... ahhhhh... you
* started
* * * your inst. training...
* * * * 40 years ago most helo pilots in VN only had a couple hundred
* hours
* * * flying time...
* * * * 40 years ago people took responsibility for their own actions...
* * * today... its not their fault... and someone else responsibility..
* that
* * * didn't teach 'em right... things have changed since the Me/My
* * * generation came out...
* * *
* * *
* * *
* * * Here is what is The FAR's ...
* * *
* * *
* * *
* * * You need 50 hours of Pilot In Command cross-country time (defined as
* a
* * * landing at a point more than 50NM from the original point of
* departure).
* * * some cross-country time meeting the IFR cross-country requirements,
* * *
* * * You'll need 40 hours of actual or simulated instrument time. This
* time
* * * doesn't have to be with an instructor though, you can use an
* * * appropriately rated safety pilot to build this time.
* * *
* * * You'll need 15 hours of training from a CFI-I.
* * *
* * * You need to complete a dual cross-country flight under IFR.
* * *

* * * The details are all in 14 CFR Part 61.65.
* * *
* * *
* * * Sorry...
* * *
* * *
* * * But, what does it prove to have a 6 year old learn how to fly... ???
* * * media stunt...gone wrong... parent ego attack... and a unsafe
* sky... to
* * * let them take the controls ... even with a dad... sitting their...
* and
* * * what stress is the kid under that is suddenly placed in a
* situation...
* * * Bang the engine goes... or they hit a bird ... while good old dad is
* * * asleep at the switch... it really is child endangerment when they
* are
* * * expected to perform at that age... you can't tell me that a 6 year
* old
* * * or even a 11 year old will know the difference between fun and
* safety...
* * * and I don't think much of the parent who puts their kid in that
* * * situation... its not a game up their... I quite frankly would like
* to
* * * see the PIC's license pulled for giving the controls over to such a
* * * youngster...
* * *
* * *
* * * Would you let them drive your car down the freeway... or hand them
* a
* * * loaded gun... and say shoot... hmmmm... didn't think so... heck
* they
* * * can't even reach the rudder pedals and look over the dash at the
* same
* * * time... they.. just too short... unless you make some reallllllyyyyy
* big
* * * adapter blocks... for 'em... and doesn't that take a 337 form ??
* I
* * * think I hear the people in the back requesting parachutes ....
* * * something about bailing out... :)
* * *
* * *
* * * learning from your dad is great.. and I respect that..... I think
* * * eveyones dad did the same... even if they didn't fly...
* * *
* * *
* * * Nothing can beat a good instructor... especially ones that have lots
* of
* * * hours ... or military instruction time... but, I don't know any that
* can
* * * live on 20 bux a hour 3 or 4 days a week... Most use flight

* instructing
* * * now a days for a stepping stone to move on into the ATP and
* commercial
* * * airlines... I also find that if a student is good.. he doesn't
* give
* * * up... during the flight right up to the point where I tell 'em nice
* * * try... I've got it... and when we get back we go over what was
* wrong..
* * * so the next time he is able to have the plan in his mind as what to
* * * do... and make it happen... If students don't make mistakes.. they
* * * aren't learning... and a bad instructor is one that always takes
* over
* * * when things are not working out right... students then depend on the
* * * instructor to bail 'em out... on the little things... and I
* chuckle
* * * thinking about some of the students I have had... that really at
* first I
* * * thought should give it up... but, they kept being a pest...
* hammering
* * * away.. and then one day.. I was impressed... as the student became
* the
* * * master... a responsible thinking professional pilot... with
* confidence
* * * and abilities above reproach... grin...
* * *
* * *
* * *
* * *
* * *
* * *
* * *
* * *
* * *
* * *
* * * David Vincent wrote:
* * *
* * *
* * *
* * * I dissagree with this post about age. I was able to take my first
* * * flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how
* to
* * * fly. When I was 12 years old, I was flying instruments and was also
* * * introduced to acrobatics. When it came time for me to move to the
* LEFT
* * * SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* * * instructor at 17. My father had taught me well and I learned a
* WHOLE
* * * LOT from him. It is very ironic that there are so many instructors
* out
* * * there who only have a few hundred hours and they are teaching. My

* * * instructor I had back 40 years ago only had 400 hours. By the time
* I
* * * took my instruction at 16, I had already amassed 5,000 hours of air
* time
* * * with my father. I was able to fly the plane on most flights from
* the
* * * right seat obviously.. BUT, I still kept the air time even though it
* * * isn't legal with the FAA. I was only able to start LOGGING LEGAL
* air
* * * time when I got my Private pilots license. I then took my
* Instrument
* * * training the day after I got my Private pilots license as my father
* had
* * * taught me just about everything that you can learn about instruments
* * * when I was 13 years old. I was flying complete approaches as well
* as
* * * holding maneuvers etc....
* * *
* * * The long story short, if you have a GREAT instructor, one who has
* MANY
* * * 1,000's of hours and isn't a NEWBIE himself, then you can learn
* well. I
* * * think that the number of hours needed to become a CFI, Certified
* Flight
* * * Instructor should be a whole lot more then it is. I was also
* teaching
* * * the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* * * before. Again, I got all my training from my father who was a
* Marine
* * * Fighter pilot and wanted to teach all of us well so we didn't get
* any
* * * bad habits and would learn to fly the plane and not let some
* controller
* * * who probably has never flown put us into a mountain because he
* forgot us
* * * or something like that.
* * *
* * * For the little 12 year old who is taking flying lessons, you know
* you
* * * can go out and get flight sim 2004 and fly a 172 cessna and set it
* up
* * * for realism, just like you are flying the real thing and you will
* learn
* * * very quickly how to fly it. You just take the lessons offered on
* the
* * * FS2004 and you will be a very good pilot. It has been proven time
* and
* * * time again that you should be able to take your Private Pilot Flight
* * * exam by someplace just over 40 hours instead of the usual 60-70
* which

* * * seems to be the nationwide average.
* * *
* * * The above is just my opinion. I have flown over 95 different types
* of
* * * aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* * * Instrument, Commercial and Type rated in several different jets. I
* have
* * * been flying for over 38 years now and have over 19,000 hours.
* * *
* * * SO, I guess to teach a young 6 year old and up how to fly isn't as
* * * dangerous as this guy is saying.
* * *
* * * Take care and happy flying,
* * * Dave in Coronado, CA
* * *
* * * <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US>
* Pilot
* * *
* * *
* * * -----Original Message-----
* * * From: Flying_Hams@yahoogroups.com
* [mailto:Flying_Hams@yahoogroups.com]
* * * On Behalf Of gmas
* * * Sent: Sunday, March 26, 2006 7:55 PM
* * * To: Flying_Hams@yahoogroups.com
* * * Subject: Re: [Flying_Hams] flying is not for .. kids...
* * *
* * *
* * * Well... its kinda not definable... as you have to take into
* * * consideration weights and day temps, wind, humidity.. surfaces, and
* * * altitude of the field... etc... so their is really no Vspeed for the
* 172
* * * that is defined.. as to short field rotation... and approach
* speed...
* * * its the normal, flaps up, down speeds... thus be it grass or hard
* * * surface... Vr is 55-6 kts...
* * *
* * * Of course flaps settings will change speeds due to the setting of
* * * them... cessna uses a flap that also adds lift to the plane when
* less
* * * that 15 deg... but, go past that and they add drag... however, you
* have
* * * again a variable... and that is the angle of attack that the plane
* is
* * * experiencing at the time.. which figures into the flap L/D/S
* ratio...
* * *
* * * Most of the Vspeeds are
* * *
* * * Vr 55Kts

* * * 50 ft obstacle... 56kts over trees etc... and also soft field
* * * Vx is 60 kts
* * * Vy is 76 kts
* * * and your V best Glide... speed is 65Kts
* * * Va 99Kts
* * *
* * * Now normal landing approach speed are 70Kts (ya right... most fly it
* * * around 80Kts...)
* * * and if you have to go around its 55Kts... depending on the loading
* and
* * * factors. But, that is right on the money kind of flying.. and most
* * * don't get that good... even ATPs put in cessna 172 don't get that
* * * good... only test pilots get that good... and then they don't use a
* * * cheap $1.298 AS indicator like cessna puts in... on the dash.. that
* has
* * * been bounced around for how many hours.. and lost its accuracy... .
* * *
* * * Now.. one thing I should point out here... as you can see the speeds
* are
* * * all within a knot or two of each other... so what most do is hold
* at or
* * * above that speed within a few kts... (actually about 1.3 Vso)
* * *
* * * If you look in the POH you will find the take off and landing data
* * * listed... which accounts for wind, temp and altitude... and for a
* design
* * * weights...
* * *
* * * So I wouldn't go dialing in numbers for grass field rotation.. and
* here
* * * is why... the planes wing will develop the lift at the speed
* listed.. be
* * * it on grass, dirt or paved... so Vr is Vr no matter what you are
* taking
* * * off of... and remember its not the ground speed... it is the air
* speed
* * * that the wing sees...
* * *
* * * Again in the POH you will find a cessna graph.. that shows for what
* * * weight... and distance it will glide at what speed...
* * *
* * * Go by the POH... and then when you get in the plane.. (no two are
* made
* * * the same) use the numbers as guidelines.. and/or throw the pages
* out..
* * * and come up with your own for that plane.... as when you flying the
* * * plane you develop the ability to feel when the plane is ready to
* fly...
* * * after all your not a instrument pilot .. yet... so don't dial in
* numbers

* * * that you shouldn't be playing with yet... student pilots usually do
* * * good if they can hold plus or minus 10 kts... on any maneuver...
* * *
* * * What is more important is to recognize when the wing is going to
* * * stall... and the feeling, sounds and input sensory of this...
* About
* * * all he needs to know right now is the planes stall speed with and
* * * without flaps... and from their... the rest is above those
* numbers...
* * * Next is the Vy and Vx... and the 50 foot tree (obstacle clearance)
* as
* * * those are again reference speeds... the only other one that is
* * * important is the Vne.. as most students get up around that speed
* once
* * * in their lifetime... most never see ideal cruse speed however... but
* * * again.. the feeling for the plane.. changes... and that is what one
* * * learns...
* * *
* * * NOW FOR THE BAD NEWs
* * *
* * * Its good to know that a 11 year old is learning to fly... but,... we
* * * don't recommend it... schooling and making models. learning about
* the
* * * physics of flight .. fine.. but, he can't get his license till he is
* old
* * * enough.. and we have all seen ... to often parents that allow/push
* their
* * * kids into flying planes... the last one was a little girl who spun
* in
* * * and killed everyone on board... on take off in Co. Flying is not
* a
* * * game .. or a toy.. or like computers... you can't hit the reset
* button
* * * and get up out of the hole you made... and too many parents think
* Johnny
* * * is so great when he is learning to fly at age 7... and while its
* * * nice... again... if you check the legal issues... and the age
* limit...
* * * it applies... for a reason... Its nice to be proud of the kids
* * * accomplishments... however its not a media hipe... social order
* thing...
* * * all to often it ends up the parent gets upset because the kid got
* * * killed.. and now wants to sue the instructor for allowing it...
* atttt
* * * not happening... most of the family courts turn it back to the
* parents
* * * as child endangerment... now...
* * *
* * * I say this to keep the thrill alive... as I had a friend who was a
* * * instructor... and took on a 10 year old kid... because Johnny wanted

* to
* * * learn to fly... you go teach him.. we'll pay... its is his dream..
* they
* * * said... He had a little cessna 120.. that he used to fly... notice
* I
* * * say he used to fly... seems after the second lesson the kid went to
* * * school and bragged about going out and how he was playing top
* gun...
* * * doing things that only could be seen in the movies... but, never the
* * * less... the kid continually disrupted the class.. with his... wild
* * * flying... the teacher sent the kid to the school nurse ... with a
* note
* * * that she thought the kid was traumatized... the nurse agreed and
* sent
* * * the kid home... telling the parents that he was so bad that he only
* * * could keep taking about how scary the flight was... so as to impress
* the
* * * others... with his ... achievements... the school sent him home and
* * * would n't let him come back till after the doctor said he was normal
* * * again... the school contacted the child abuse people... who then
* went
* * * to the parents and hauled them into court.. for endangering their
* kids
* * * life... now you know what happened... next to save themselves...
* * *
* * * Well the parents got a lawyer... and he went and got some quack
* * * doctor... to certify that the reason
* * * the kid was this way was because the instructor did it... guess who
* got
* * * sued big time... and used to fly a cessna 120... even though he was
* one
* * * of the best instructor around... and never did what the kid bragged
* at
* * * school he did... the kid lived a lie... the parents backed him up to
* * * save themselves.... heck the defense proved that the little cessna
* * * could not do half of what the kid said he did... and still the judge
* * * sided with the kid... and awarded the money...
* * *
* * * So with that in mind... I would never take a person under age on any
* * * flight... and I notice that CAP doesn't either after they
* experienced
* * * some of the same suits...
* * *
* * * I think its great that your son is wanting to learn how to fly...
* and
* * * your lucky to find a instructor to take him on... most of the ones
* that
* * * I know.. wouldn't... and most advised the parents who said.. oh yes
* * * we'll sign a consent form... for johnny... ahhhh doesn't fly
* either...

* * * you can't sign someone else's rights away... so the court has
* shown...
* * * nope.. I would rather see him get his teething on flying by getting
* into
* * * RC planes of something else less threating... and when he gets to be
* 17
* * * and responsible for his actions... then give him the money to go
* learn
* * * how to fly...
* * *
* * * As a parent you also want to think about the liability if he got
* * * distracted and hit a airliner or another plane... under age your
* still
* * * responsible... for his actions... that should keep you up at
* night...
* * *
* * * flying is not a game nor a toy... the people who made mistakes are
* not
* * * here to tell you about it... however... they are dead... Flying is
* * * basically risk management... ya lose.. your dead...
* * *
* * * sorry to burst your balloon...
* * *
* * * Keep the greasy side down... and the pointy side forward...
* * *
* * *
* * *
* * *
* * * wd9ezk wrote:
* * *
* * *
* * * My eleven year old son,(KC9BLC) is taking flying lessons, and since
* I
* * *
* * * am not a pilot I am not much help. He is learning the "V speeds"
* for
* * *
* * * a Cessna C-172R and I can not find a definition for the following V
* * *
* * * speeds. We think we know after talking to several pilots but they
* * *
* * * were not even sure!
* * *
* * *
* * *
* * * This is what we have.
* * *
* * *
* * *
* * * Vrsf 55 for a short field rotation

* * *
* * * Vsfa 62 for a short field approach
* * *
* * * Vgld 65 we think its the same as Vg Best Glide speed
* * *
* * *
* * *
* * * We would appreciate anyone responding with an answer that they are
* * *
* * * sure is correct.
* * *
* * *
* * *
* * * Thanks
* * *
* * *
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* * * Yahoo! Groups Links
* * *
* * *
* * *
* * * http://groups.yahoo.com/group/Flying_Hams/
* * *
* * *
* * *
* * * Flying_Hams-unsubscribe@yahoogroups.com
* * *
* * *
* * *
* * * http://docs.yahoo.com/info/terms/
* * *
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* * ---------------------------------
* * YAHOO! GROUPS LINKS
* *
* *
* * Visit your group "Flying_Hams" on the web.
* *
* * To unsubscribe from this group, send an email to:
* * Flying_Hams-unsubscribe@yahoogroups.com
* *
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service.
* *
* *
* * ---------------------------------
* *
* *
* *
* *
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* * ---------------------------------
* * Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low
* rates.
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* SPONSORED LINKS
* Craft hobby
*
*
* Hobby and craft
* supply
*
* Ham
* radio
*
* ---------------------------------
* YAHOO! GROUPS LINKS
*
*
* Visit your group "Flying_Hams" on the web.
*

* To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
*
* Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.
*
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* ---------------------------------
*
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* ---------------------------------
* Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+
* countries) for 2?/min or less.

259. Re: [Flying_Hams] flying...

Yahoo group: Flying_Hams
Date: 2006-03-30 02:40:46 UTC
From: David Shrum
Topic: 159 Message: 259

You notice I edited this because it was also getting very long. It's not this that's getting beat to death, I thought this group sounded like an interesting group when I read about it on QRZ; but just about all I have seen so far is a pissing contest about who is right. I for one am very close to dropping out of this group like that 'hot potato'. I am a member of enough ham related groups now that piss and whine that this is getting very old.
Dave N8PU

P.S. Daniel, you are not being a jerk, it needed to be said!

gmas@... wrote:
> Gee I didn't know we were "fighting out our differences" when you make a
> blanket statement like that... didn't know explaining the rules and
> differences... was that intemidating or insulting.. Oh well..
>
> However, YOu hit one area that I refuse to put up with... and that is some
> egotistical control freak jumping in and tell anyone that he is going to
> censor their right to free speach... or edit what they write.. because he
> thinks differently... if that is the way your going to run your board..
> then I am punching the ejection handle... bye...
>
> * OK OK OK,
> *
> * Guys, please stop the arguing...this group is not for fighting out your
> * differences! I didnt start this group for that! (please dont keep
> * posting your arguments to the Group!)
> * It was started to bring Hams that LOVE aviation (or vice versa :-)
> * together to discuss issues that pertain to both interests...like,
> * putting a rig in your plane...wiring headsets up to use with your
> * rig...what aircraft you LOVE, what ham radio you love, etc! I dont
> * want to have to read each post before it goes to the group, but I will
> * if I have to! I have NO problem with asking technical FAR type
> * questions but can we PLLLLLLLEASE keep it friendly???????!!! Let's put
> * our 10,000 flight hour egos to rest!! I'm sure there's a group for
> * arguing over this type stuff, but please not on here! I'm going flying
> * and have FUUUUUUN!!!
> *
> * Thanks and 73,
> * Daniel WX
> * (I apologize to everyone for sounding like a jerk!)
> *
>

260. Re: [Flying_Hams] flying...

Yahoo group: Flying_Hams
Date: 2006-03-30 03:03:14 UTC
From: kk6mm@aol.com
Topic: 159 Message: 260

Right on Dave!

Daniel had a great idea in forming this group. I'd hate to see it fall apart and turn into another gripe forum. Personally, I have better things to do with my time than to wade through 30 e-mails to see if there's anything worthwhile. I now delete most posts without reading them. If I see another FM vs. HF message or anything that smacks of "mine's bigger than yours" or "I'm smarter than you", I'll be gone as well (regrettably).

Jim KK6MM

261. Re: [Flying_Hams] flying...

Yahoo group: Flying_Hams
Date: 2006-03-30 03:45:58 UTC
From: Mark@n6ea.com
Topic: 159 Message: 261

Fellow Aviating Amateurs,

(Sounds way better than amateur aviators)

Hang in there. Once we get through all the growing pains and I'm sure things will smooth out.

In the mean time the Captain (Daniel) has turned on the fasten seat belt sign and asked that all passengers return to their seats. When we have reached our cruising altitude, I'm sure he'll turn the sign back off and you'll be free to move about the cabin.

BTW, in case of an emergency, don't forget the closest exit may be behind you... ;-) hi, hi...

Remember, " The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish".

73 all,

Mark N6EA

262. Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-30 04:05:26 UTC
From: wd9ezk
Topic: 237 Message: 262

Thanks for the diagram Bill. Are there any special values needed for R 1,2 and 3? Since I am not familiar with aircraft regulations I need to be very careful not to load the audio or break any rules.

263. RE: [Flying_Hams] Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-29 20:08:27 UTC
From: David Vincent
Topic: 237 Message: 263

Yea Right, the system that I described works just great and the sound is awesome. It is so funny on here that one person gives a way of doing something that WORKS and then comes along someone who says THEIR WAY IS BETTER.. This net is to give suggestions, no one way is better then the other, just ideas. SO GMAS, learn that and you will get along. By the way, your directions are WAY OFF, I don't live anywhere close to the 605 or 405 or 91. I live just West of downtown San Diego on an island called CORONADO. Learn your directions before you speak. As to reading the paper in the morning..... Glad you think you know me because I don't read the paper, I watch the news on the television.

See ya,
Pilot Dave, CORONADO, CA 2.3 miles west of interstate 5 freeway to be exact... Would you like the GPS Coordinates??
KG6LYI

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of gmas@...
Sent: Wednesday, March 29, 2006 11:24 AM
To: Flying_Hams@yahoogroups.com
Subject: RE: [Flying_Hams] Headset intercom wiring

What...Dave... bet you take the 405 to the 605 then south to the 710 and then to the 91... just to get the paper from the front lawn in the morning..

For the guy asking... you need two jacks.. one is for the headset ear.. tip hot, barrel ground... and the other tip is mic audio, ring is push to
talk and barrel ground... one is 1/4 inch phone jack. the other is a special plug that the telephone company used to use... strange aviation still uses them today... talk about old technology...

Make yourself a break out box and then you can go from one to the other..
but, remember... aircraft radios have a small voltage on the mic section..
they used to be carbon mic's now they use electrit... dynamic mics have to
have a amp and a output transistor to deal with the system. And no modifying the system... their the FAA will bust you if you do... something
about comm is necessary for flight safety... thing...

Tieing into your video camera... only requires a break out box from the recieve audio... as the audio out on most are all common through the intercom...

A good place to go see the schematic of the system is King Radio... they used to provide the manuals for installation and service... something along the lines of the KMA-24 would be a good starting point...

Hope this helps.. I am begining to wonder about Super Dave... (smile)

* I'll tell you what I did and it worked GREAT for me.... I use my HAM
* radio in the plane and a second one to receive with the attachment out
* of the earpiece and into the camera. I use an ICOM W32A on just 500
mw
* power on a freq you can chose while up in the air that won't effect
* anyone. THEN, I use just a very small radio that is pocket size that
I
* can receive with and attach it to the camera. I have a set up in my
* David Clark headset that works great as well for picking up ALL
* CONVERSATION in the cockpit. I took my ICOM Headset and broke it
apart
* and put BOTH the Earpiece as well as the Mic into my earpiece in the
* David Clark. It fit fine. I drilled a small hole to get the wires
* through the outside of the David Clark headset. It is very compact
* inside and works well without causing any bulging. SO, the final
* product, when I turn on the VOX setting of my W32A Icom and talk into
my
* noise canceling David Clarks, or if someone in the place talks into
* their headset, it all goes through the intercom system in the plane
for
* all to hear. GUESS WHAT, it also goes out the David Clark earpiece
and
* RIGHT INTO the mic of the W32A and in turn transmits all this to the
* smaller handi talki that is attached to the Camera. It works great
and
* all the external noise is cancelled out because the MIC is INSIDE the
* earpiece of the David Clark headset. It works great and the sound on
* the Camera track is fantastic.
*
* Take care,
* Pilot Dave - Coronado, CA Going flying now.. See ya
* KG6LYI
* <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US> Pilot
*
*
* -----Original Message-----
* From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
* On Behalf Of wd9ezk
* Sent: Wednesday, March 29, 2006 9:47 AM
* To: Flying_Hams@yahoogroups.com
* Subject: [Flying_Hams] Headset intercom wiring
*

*
* Does anyone have a schematic for a standard aircraft headset
* connector? I would like to pick the audio off and feed it to my video
* recorder so the cabin conversation is on tape. Any suggestions?
*
*
*
*
*
*
* SPONSORED LINKS
* Craft
* <http://groups.yahoo.com/gads?t=ms
<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
> &k=Craft+hobby&w1=Craft+hobby&w2=Hobby
* +and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
* hobby Hobby
* <http://groups.yahoo.com/gads?t=ms
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
> &k=Hobby+and+craft+supply&w1=Craft+hob
*
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
* I-knAA> and craft supply Ham
* <http://groups.yahoo.com/gads?t=ms
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
> &k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
* nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA>
radio
*
*
* _____
*
* YAHOO! GROUPS LINKS
*
*
*
* * Visit your group "Flying_Hams
* <http://groups.yahoo.com/group/Flying_Hams> " on the web.
*
*
* * To unsubscribe from this group, send an email to:
* Flying_Hams-unsubscribe@yahoogroups.com
* <mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>
*
*
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service <http://docs.yahoo.com/info/terms/> .
*
*
* _____

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*
*
*
*
*
* <http://www.smileycentral.com/?partner=ZSzeb068_ZNxmk12195US>
*
*

SPONSORED LINKS
Craft
<http://groups.yahoo.com/gads?t=ms&k=Craft+hobby&w1=Craft+hobby&w2=Hobby
+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=YqiuyVwjnQFdynnsmMwVWg>
hobby Hobby
<http://groups.yahoo.com/gads?t=ms&k=Hobby+and+craft+supply&w1=Craft+hob
by&w2=Hobby+and+craft+supply&w3=Ham+radio&c=3&s=60&.sig=VduRJqNqUo9QkUiT
I-knAA> and craft supply Ham
<http://groups.yahoo.com/gads?t=ms&k=Ham+radio&w1=Craft+hobby&w2=Hobby+a
nd+craft+supply&w3=Ham+radio&c=3&s=60&.sig=sl_TRqZTiP_WHSLe6P3ybA> radio

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YAHOO! GROUPS LINKS

* Visit your group "Flying_Hams
<http://groups.yahoo.com/group/Flying_Hams> " on the web.

* To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com
<mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe>

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Service <http://docs.yahoo.com/info/terms/> .

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264. Headset

Yahoo group: Flying_Hams
Date: 2006-03-30 11:51:24 UTC
From: wd9ezk
Topic: 242 Message: 264

Dave your idea of placing the HT headset inside the David Clark sounds like it will really work well. The only problem I have with it is coming up with another headset.

Since we have not been involved with flying as long as most of you, we do not have any spare headsets. I am a little worried that if I spend another $480.00 for a headset it might be a little different inside and things would not fit.

Ultimately I will probably get another headset and do as you described. Right now the Kid is spending all my money on the lessons. For the time being I think I will take the cheep and dirty way and build the cable.

Thanks for all your help and suggestions!

265. RE: [Flying_Hams] I'M TIIIIRED

Yahoo group: Flying_Hams
Date: 2006-03-30 14:37:39 UTC
From: Daniel Hileman
Topic: 159 Message: 265

Hi Everyone,
Thanks for the support...I am NOT trying to be a jerk, but I want to keep this a FUN group and if I have to be a JERK to do that :-) I will. Please dont bail out yet guys...I will start apporving the messages if that's what it takes, and at some point probably put it back to the way it is!

Gmas,
I want this board FRIENDLY and you dont sound friendly to me...so feel free to eject if you cant keep it friendly!!! this is a HAM radio and FLYING group, not "HOW I INTEPRET THE FAR's 101!!!" So, if you want to accuse me censoring your comments,
Oh well...but there's a reason the moderator has the ability to "approve" comments for the Group! I have NO problem with people dis-cussing questions about FAR's...but I want it kept light! I have not exercised the power to reject a post to the group, but if you dont like the fact that I have the power to refuse your post, and just might...it's up to you!

(I am tired of having to explain myself, if you dont understand my side of it, you probably never will)

73,
Daniel

gmas@... wrote:
Gee I didn't know we were "fighting out our differences" when you make a blanket statement like that... didn't know explaining the rules and differences... was that intemidating or insulting.. Oh well..

However, YOu hit one area that I refuse to put up with... and that is some egotistical control freak jumping in and tell anyone that he is going to censor their right to free speach... or edit what they write.. because he thinks differently... if that is the way your going to run your board.. then I am punching the ejection handle... bye...

* OK OK OK,
*
* Guys, please stop the arguing...this group is not for fighting out your
* differences! I didnt start this group for that! (please dont keep
* posting your arguments to the Group!)
* It was started to bring Hams that LOVE aviation (or vice versa :-)
* together to discuss issues that pertain to both interests...like,
* putting a rig in your plane...wiring headsets up to use with your
* rig...what aircraft you LOVE, what ham radio you love, etc! I dont
* want to have to read each post before it goes to the group, but I will
* if I have to! I have NO problem with asking technical FAR type
* questions but can we PLLLLLLLEASE keep it friendly???????!!! Let's put
* our 10,000 flight hour egos to rest!! I'm sure there's a group for
* arguing over this type stuff, but please not on here! I'm going flying

* and have FUUUUUUN!!!
*
* Thanks and 73,
* Daniel WX
* (I apologize to everyone for sounding like a jerk!)
*
*
*
*
*
* gmas@... wrote: To log flying time you must meet several
* conditions... (check the FARs)
* First is to be PIC...
* or
* Be a student of age taking instruction... from a certified and
* approprately rated instructor...
* and being PIC...
* then its called dual time... both of your are PIC... (only condition
* where
* it happens)
* and you must be
* manuplating the controls of the aircraft under your own or the
* instuctors
* supervision...
* and...
* You must have your student pilots license and/or be a rated pilot in
* that
* catagory and class of plane...
* and...
* Have a current medical.
* and... (well lets just stop at that)
*
* DON'T ASSUME THAT THE INSTRUCTOR IS... Check his credentials... (matter
* of
* fact that opens up a whole different thought... never assume anthing in
* flying... it will get you killed) I know a lot of them that were
* instructors in the military... never flew a little cessna... are they
* rated in that class and cat.. of plane... Hmmmmm.... Would you go take
* instruction in a little cessna from a helo pilot... even though he says
* he
* is a instructor... and their are lots of frauds out their also...
*
*
* In his case he was riding around with him under age... and while his dad
* was a instructor... (question was rated for the aircraft giving
* instruction in)
* most don't... as it begins to look a little strange... that the father
* is
* schooling the kid... and suddenly he shows up with all these hours...
* and

* no PPL... hmmm you begin to think... this kid is dumb or something...
* till
* the air is cleared... Most that are instructors send their wives and
* kids
* to another instructor... reasons given are
* Demand...
* Understanding...
* non-family member...
* and biggest of all keeps peace within the family... as if the student
* isn't doing so well... its embarassing one.. and normally frustrating
* second... as family memebers think on the lines of getting away with
* things...
*
* Matter of fact... I suggest to students to go with another instructor at
* least several times in their training... that way they don't pick up my
* bad habbits nor get used to my training methodes...
*
* Training is only the guideance of one to...on their own learn... really
* think of the instructor in the plane as a two pilot operation... he and
* you... He should not be taking control of the plane unless your in bad
* trouble... you should be listening to his instructions... a good
* instructor should never ever have to take over the plane... as he should
* be guiding the student to maintain control... verbably... he is your
* back
* up only... after all your paying for the flying.. why should he get the
* time.. hmmmm...
*
* Now Super Dave... logged a lot of ride time... as he was under age and
* until he got his student pilots license... then he could start logging
* time...
*
* Nope just a lot of rideing around time... is all he got.. doesn't
* account
* for much of anything... except the exposure to being in the enviroment.
* Which in itself.. ain't bad... for we learn by sensory preception...
* huh...
*
* I hope I didn't appear to bite your head off... sorry if you felt that
* way... no question is a stupid one... when ask by someone seeking
* information...
*
* Hope this helps...
*
*
* * I'm not a pilot so please don't bite my head off, but if he was right
* seat
* * and his father let him fly, even though he wasn't PIC, would the right
* * seat hours be loggable or would he have to be a CFI?
* *
* * Just curious,

* *
* * David
* *
* * gmas@... wrote:
* * Yes I did read your post... thanks... and my comment was that you
* surly
* * would disagree with your dad and his instructions... and he being one
* of
* * those USMC type one each... would probably have knocked the snott out
* of
* * you twice... once for back taking to him and not doing what he said..
* and
* * the second time for making sure you remember the first time.....
* *
* * Well clearly us others... that have over 20,000 hrs flying with a
* majority
* * of the time in instructing...and came from the USAF... Ya...we
* delivered
* * the Jar heads so they can say they are first in... (gee wonder how
* they
* * got their...FM?...) we just can't hold a candle to your instruction
* you
* * got... some of us had to do it the hard way... on our own... that and
* a
* * good book with ma nature and the school of hard knocks.. (flying at 15
* was
* * illegal as heck but, hey we were up to the challenge ... after all
* the
* * desert was big place with lots of room to fly in... and no one was out
* * their... except jack rabbits... and snakes... and yes we flew for two
* * years without a license till we got busted... then we had to do it the
* * right way... and the adventure contenued... but, by then we had lots
* of
* * practice patching up the plane and ourself...(bunch of broken parts on
* * both) and our natural ability to fly...got better... why we didn't get
* * killed... must be the 9 lives pilots have... I know I used at least 6
* of
* * 'em learning)
* * ... but, then again neither did curtis, yegar and some of the others
* * that went on to be outstanding aviators... (yes I know him well) How
* * many different kinds of planes have I flown...in my 40 some years...
* * ahhhh... lost track... but a lot of 'em... more than you can count on
* * both your fingers and toes...twice... for sure... but, I still have a
* * soft spot for that old champ... with the old 2 cycle drone engine for
* * power... (what regulations... we knew one end of a wrech from the
* * other... besides... had lots of wooden surplus props that were sold
* for
* * clocks... that still worked great... just never told anyone... grin...
* *
* * In the old days the check rides were with the FAA people... (they

* really
* * impressed the heck out of me... when I went for my license... scared
* stiff
* * but, flew well)... then they changed to the DCRI's ... and he went out
* * with you to do some work.. if he thought you were a nice guy and knew
* what
* * you were talking about.. (My last check ride lasted less than 20 min
* as we
* * came back and he signed it off) did a good takeoff and landing... he
* * signed you off... NOT TODAY... now they have to go out and check
* * everything off that you did it in the check ride book...
* *
* * Again you didn't get my point on logging time.. .you don't have 5000
* hrs
* * of logable time before you got your license... it doesn't count... you
* * were a pax in the plane legally... your father who was PIC did...
* when
* * you got your Student license... from the Doc... then the clock
* started...
* * so in reality you have less than 15,000 if your counting the 5K you
* had
* * before that moment in time... sorry...
* *
* * It would be like me saying I got time this last week when I flew on
* United
* * to the east... setting in the back of the 777... ya I logged 22
* hours..
* * where is my book... attt wrong answer... I rode in the airplane for
* 22
* * hours... same as yours...
* *
* * My point being.. Yes I agree that you can get some very good
* experiance...
* * and exposure to flying by riding around with anyone.. if your alert
* and
* * paying attention... and his showing you the ropes so to speak... were
* * educational... but, other than that...
* *
* * sorry... I don't even agree with you about the USMC being the best
* pilot
* * thing... for that branch of the service... ahhh USAF rules... grin...
* you
* * know I had to say that... about the only other branch that comes close
* is
* * NAVY... but, then again they consistantly hold 2nd place... and you
* * guys... well 4th isn't bad... least your in the top 5 contenders... :)
* * grin...
* *
* * Ya.. Ya.. I know.. but do you see a USMC demo team flying... ahhh I
* see

* * the blue angels and the thunderbirds... nope no J's flying sorry...
* * WohoooHaaa..
* *
* * :) :) :)
* *
* *
* *
* *
* *
* *
* *
* *
* * * GMAS, obviously you didn't read my post. Item one. My dad taught
* me..
* * * Yes he did. Second Item, Yep, the insructor had apx. 400 hours as I
* * * recall. Item THREE. I said in my post that I COULDN"T LOG THE TIME
* * * PRIOR to getting my PP License.... BUT that I had LOGGED APX. 5,000
* hrs
* * * while flying from the RIGHT SEAT with y dad and NO, I couldn't use
* those
* * * hours Legally. I was just trying to prove a point about getting
* quite a
* * * bit of instruction as well as learning a LOT MORE then any CFI could
* * * ever teach me by the time I was READY for othe CFI in order to get
* my
* * * Ticket. YEP, I had to get the required 40 hours as well as all the
* * * other things you outlined in your F.A.R. section. I took my check
* ride
* * * at 40 hours by by the way. Yes, the final section about the
* Instrument
* * * rating, I STARTED my training with a CFII the day after I got my
* PPL. I
* * * was already capable of taking the CHECKRIDE that next day as shown
* to
* * * the Designated Examiner. He quized me on several questions about
* * * instrument flying and even asked me if I would be willing to do an
* * * instrument approach for him AFTER the final section of the PPL
* Checkride
* * * and I did. He said I would have no problem. AND then I had to take
* the
* * * required 40 hours of instruction for my Instrument training.
* * *
* * * All I was saying is that if you have a father who is VERY PROFICIENT
* at
* * * flying, in fact, is one of the finest FIGHTER PILOTS the Marine
* Corps
* * * has ever had, then you have the opportunity to learn quite a bit..
* That
* * * was my case.
* * *

* * * OH, by the way, if you would like to see a Distinguished career from
* * * someone who just about all the military pilots know, Look in WHO's
* WHO
* * * in the WORLD for a MAJOR GENERAL HAL. W. VINCENT (USMC ret.) See
* what
* * * you come up with....
* * *
* * * See ya,
* * * Pilot Dave - (the WELL TRAINED SON) Coronado
* * *
* * * -----Original Message-----
* * * From: Flying_Hams@yahoogroups.com
* [mailto:Flying_Hams@yahoogroups.com]
* * * On Behalf Of gmas
* * * Sent: Sunday, March 26, 2006 11:45 PM
* * * To: Flying_Hams@yahoogroups.com
* * * Subject: Re: [Flying_Hams] flying is not for .. kids...
* * *
* * *
* * * David... ahhhh are you sure about your posting... are we talking the
* * * same here...
* * *
* * * * your dad taught you... think you would say something bad about him
* and
* * * not get the snott knocked out of you.. hmmm
* * * * instructor had 400 flight hours... really... hmmmm...
* * * * you took instruction at 16.. you had no real logged flight time ..
* you
* * * rode around with him for 5,000 hrs.. ??? sure you were PIC...
* ???
* * * Right or left makes no difference...
* * * * you can't count that 5,000 air time.. legally... sorry... even for
* * * your next rating... till you get a license... then only does it
* count if
* * * your PIC... or a instructor (who can also claim dual time with a
* * * student)
* * * * Ok lets see if we got this right... you got your private license
* and
* * * the next day you got your instrument rating... ahhhhh... you
* started
* * * your inst. training...
* * * * 40 years ago most helo pilots in VN only had a couple hundred
* hours
* * * flying time...
* * * * 40 years ago people took responsibility for their own actions...
* * * today... its not their fault... and someone else responsibility..
* that
* * * didn't teach 'em right... things have changed since the Me/My
* * * generation came out...
* * *

* * *
* * *
* * * Here is what is The FAR's ...
* * *
* * *
* * *
* * * You need 50 hours of Pilot In Command cross-country time (defined as
* a
* * * landing at a point more than 50NM from the original point of
* departure).
* * * some cross-country time meeting the IFR cross-country requirements,
* * *
* * * You'll need 40 hours of actual or simulated instrument time. This
* time
* * * doesn't have to be with an instructor though, you can use an
* * * appropriately rated safety pilot to build this time.
* * *
* * * You'll need 15 hours of training from a CFI-I.
* * *
* * * You need to complete a dual cross-country flight under IFR.
* * *
* * * The details are all in 14 CFR Part 61.65.
* * *
* * *
* * * Sorry...
* * *
* * *
* * * But, what does it prove to have a 6 year old learn how to fly... ???
* * * media stunt...gone wrong... parent ego attack... and a unsafe
* sky... to
* * * let them take the controls ... even with a dad... sitting their...
* and
* * * what stress is the kid under that is suddenly placed in a
* situation...
* * * Bang the engine goes... or they hit a bird ... while good old dad is
* * * asleep at the switch... it really is child endangerment when they
* are
* * * expected to perform at that age... you can't tell me that a 6 year
* old
* * * or even a 11 year old will know the difference between fun and
* safety...
* * * and I don't think much of the parent who puts their kid in that
* * * situation... its not a game up their... I quite frankly would like
* to
* * * see the PIC's license pulled for giving the controls over to such a
* * * youngster...
* * *
* * *
* * * Would you let them drive your car down the freeway... or hand them
* a

* * * loaded gun... and say shoot... hmmmm... didn't think so... heck
* they
* * * can't even reach the rudder pedals and look over the dash at the
* same
* * * time... they.. just too short... unless you make some reallllllyyyyy
* big
* * * adapter blocks... for 'em... and doesn't that take a 337 form ??
* I
* * * think I hear the people in the back requesting parachutes ....
* * * something about bailing out... :)
* * *
* * *
* * * learning from your dad is great.. and I respect that..... I think
* * * eveyones dad did the same... even if they didn't fly...
* * *
* * *
* * * Nothing can beat a good instructor... especially ones that have lots
* of
* * * hours ... or military instruction time... but, I don't know any that
* can
* * * live on 20 bux a hour 3 or 4 days a week... Most use flight
* instructing
* * * now a days for a stepping stone to move on into the ATP and
* commercial
* * * airlines... I also find that if a student is good.. he doesn't
* give
* * * up... during the flight right up to the point where I tell 'em nice
* * * try... I've got it... and when we get back we go over what was
* wrong..
* * * so the next time he is able to have the plan in his mind as what to
* * * do... and make it happen... If students don't make mistakes.. they
* * * aren't learning... and a bad instructor is one that always takes
* over
* * * when things are not working out right... students then depend on the
* * * instructor to bail 'em out... on the little things... and I
* chuckle
* * * thinking about some of the students I have had... that really at
* first I
* * * thought should give it up... but, they kept being a pest...
* hammering
* * * away.. and then one day.. I was impressed... as the student became
* the
* * * master... a responsible thinking professional pilot... with
* confidence
* * * and abilities above reproach... grin...
* * *
* * *
* * *
* * *
* * *

* * *
* * *
* * *
* * *
* * *
* * * David Vincent wrote:
* * *
* * *
* * *
* * * I dissagree with this post about age. I was able to take my first
* * * flight with my MARINE CORPS FIGHTER ATTACK father. He taught me how
* to
* * * fly. When I was 12 years old, I was flying instruments and was also
* * * introduced to acrobatics. When it came time for me to move to the
* LEFT
* * * SEAT and have an instructor, I was teaching a LOT OF THINGS to the
* * * instructor at 17. My father had taught me well and I learned a
* WHOLE
* * * LOT from him. It is very ironic that there are so many instructors
* out
* * * there who only have a few hundred hours and they are teaching. My
* * * instructor I had back 40 years ago only had 400 hours. By the time
* I
* * * took my instruction at 16, I had already amassed 5,000 hours of air
* time
* * * with my father. I was able to fly the plane on most flights from
* the
* * * right seat obviously.. BUT, I still kept the air time even though it
* * * isn't legal with the FAA. I was only able to start LOGGING LEGAL
* air
* * * time when I got my Private pilots license. I then took my
* Instrument
* * * training the day after I got my Private pilots license as my father
* had
* * * taught me just about everything that you can learn about instruments
* * * when I was 13 years old. I was flying complete approaches as well
* as
* * * holding maneuvers etc....
* * *
* * * The long story short, if you have a GREAT instructor, one who has
* MANY
* * * 1,000's of hours and isn't a NEWBIE himself, then you can learn
* well. I
* * * think that the number of hours needed to become a CFI, Certified
* Flight
* * * Instructor should be a whole lot more then it is. I was also
* teaching
* * * the INSTRUMENT INSTRUCTOR a bunch of things that he never heard of
* * * before. Again, I got all my training from my father who was a
* Marine

* * * Fighter pilot and wanted to teach all of us well so we didn't get
* any
* * * bad habits and would learn to fly the plane and not let some
* controller
* * * who probably has never flown put us into a mountain because he
* forgot us
* * * or something like that.
* * *
* * * For the little 12 year old who is taking flying lessons, you know
* you
* * * can go out and get flight sim 2004 and fly a 172 cessna and set it
* up
* * * for realism, just like you are flying the real thing and you will
* learn
* * * very quickly how to fly it. You just take the lessons offered on
* the
* * * FS2004 and you will be a very good pilot. It has been proven time
* and
* * * time again that you should be able to take your Private Pilot Flight
* * * exam by someplace just over 40 hours instead of the usual 60-70
* which
* * * seems to be the nationwide average.
* * *
* * * The above is just my opinion. I have flown over 95 different types
* of
* * * aircraft and am a single, multi- land and Sea, Sailplanes, Gliders,
* * * Instrument, Commercial and Type rated in several different jets. I
* have
* * * been flying for over 38 years now and have over 19,000 hours.
* * *
* * * SO, I guess to teach a young 6 year old and up how to fly isn't as
* * * dangerous as this guy is saying.
* * *
* * * Take care and happy flying,
* * * Dave in Coronado, CA
* * *
* * * <http://www.smileycentral.com/?partner=ZSzeb001_ZNxmk12195US>
* Pilot
* * *
* * *
* * * -----Original Message-----
* * * From: Flying_Hams@yahoogroups.com
* [mailto:Flying_Hams@yahoogroups.com]
* * * On Behalf Of gmas
* * * Sent: Sunday, March 26, 2006 7:55 PM
* * * To: Flying_Hams@yahoogroups.com
* * * Subject: Re: [Flying_Hams] flying is not for .. kids...
* * *
* * *
* * * Well... its kinda not definable... as you have to take into

* * * consideration weights and day temps, wind, humidity.. surfaces, and
* * * altitude of the field... etc... so their is really no Vspeed for the
* 172
* * * that is defined.. as to short field rotation... and approach
* speed...
* * * its the normal, flaps up, down speeds... thus be it grass or hard
* * * surface... Vr is 55-6 kts...
* * *
* * * Of course flaps settings will change speeds due to the setting of
* * * them... cessna uses a flap that also adds lift to the plane when
* less
* * * that 15 deg... but, go past that and they add drag... however, you
* have
* * * again a variable... and that is the angle of attack that the plane
* is
* * * experiencing at the time.. which figures into the flap L/D/S
* ratio...
* * *
* * * Most of the Vspeeds are
* * *
* * * Vr 55Kts
* * * 50 ft obstacle... 56kts over trees etc... and also soft field
* * * Vx is 60 kts
* * * Vy is 76 kts
* * * and your V best Glide... speed is 65Kts
* * * Va 99Kts
* * *
* * * Now normal landing approach speed are 70Kts (ya right... most fly it
* * * around 80Kts...)
* * * and if you have to go around its 55Kts... depending on the loading
* and
* * * factors. But, that is right on the money kind of flying.. and most
* * * don't get that good... even ATPs put in cessna 172 don't get that
* * * good... only test pilots get that good... and then they don't use a
* * * cheap $1.298 AS indicator like cessna puts in... on the dash.. that
* has
* * * been bounced around for how many hours.. and lost its accuracy... .
* * *
* * * Now.. one thing I should point out here... as you can see the speeds
* are
* * * all within a knot or two of each other... so what most do is hold
* at or
* * * above that speed within a few kts... (actually about 1.3 Vso)
* * *
* * * If you look in the POH you will find the take off and landing data
* * * listed... which accounts for wind, temp and altitude... and for a
* design
* * * weights...
* * *
* * * So I wouldn't go dialing in numbers for grass field rotation.. and

* here
* * * is why... the planes wing will develop the lift at the speed
* listed.. be
* * * it on grass, dirt or paved... so Vr is Vr no matter what you are
* taking
* * * off of... and remember its not the ground speed... it is the air
* speed
* * * that the wing sees...
* * *
* * * Again in the POH you will find a cessna graph.. that shows for what
* * * weight... and distance it will glide at what speed...
* * *
* * * Go by the POH... and then when you get in the plane.. (no two are
* made
* * * the same) use the numbers as guidelines.. and/or throw the pages
* out..
* * * and come up with your own for that plane.... as when you flying the
* * * plane you develop the ability to feel when the plane is ready to
* fly...
* * * after all your not a instrument pilot .. yet... so don't dial in
* numbers
* * * that you shouldn't be playing with yet... student pilots usually do
* * * good if they can hold plus or minus 10 kts... on any maneuver...
* * *
* * * What is more important is to recognize when the wing is going to
* * * stall... and the feeling, sounds and input sensory of this...
* About
* * * all he needs to know right now is the planes stall speed with and
* * * without flaps... and from their... the rest is above those
* numbers...
* * * Next is the Vy and Vx... and the 50 foot tree (obstacle clearance)
* as
* * * those are again reference speeds... the only other one that is
* * * important is the Vne.. as most students get up around that speed
* once
* * * in their lifetime... most never see ideal cruse speed however... but
* * * again.. the feeling for the plane.. changes... and that is what one
* * * learns...
* * *
* * * NOW FOR THE BAD NEWs
* * *
* * * Its good to know that a 11 year old is learning to fly... but,... we
* * * don't recommend it... schooling and making models. learning about
* the
* * * physics of flight .. fine.. but, he can't get his license till he is
* old
* * * enough.. and we have all seen ... to often parents that allow/push
* their
* * * kids into flying planes... the last one was a little girl who spun
* in

* * * and killed everyone on board... on take off in Co. Flying is not
* a
* * * game .. or a toy.. or like computers... you can't hit the reset
* button
* * * and get up out of the hole you made... and too many parents think
* Johnny
* * * is so great when he is learning to fly at age 7... and while its
* * * nice... again... if you check the legal issues... and the age
* limit...
* * * it applies... for a reason... Its nice to be proud of the kids
* * * accomplishments... however its not a media hipe... social order
* thing...
* * * all to often it ends up the parent gets upset because the kid got
* * * killed.. and now wants to sue the instructor for allowing it...
* atttt
* * * not happening... most of the family courts turn it back to the
* parents
* * * as child endangerment... now...
* * *
* * * I say this to keep the thrill alive... as I had a friend who was a
* * * instructor... and took on a 10 year old kid... because Johnny wanted
* to
* * * learn to fly... you go teach him.. we'll pay... its is his dream..
* they
* * * said... He had a little cessna 120.. that he used to fly... notice
* I
* * * say he used to fly... seems after the second lesson the kid went to
* * * school and bragged about going out and how he was playing top
* gun...
* * * doing things that only could be seen in the movies... but, never the
* * * less... the kid continually disrupted the class.. with his... wild
* * * flying... the teacher sent the kid to the school nurse ... with a
* note
* * * that she thought the kid was traumatized... the nurse agreed and
* sent
* * * the kid home... telling the parents that he was so bad that he only
* * * could keep taking about how scary the flight was... so as to impress
* the
* * * others... with his ... achievements... the school sent him home and
* * * would n't let him come back till after the doctor said he was normal
* * * again... the school contacted the child abuse people... who then
* went
* * * to the parents and hauled them into court.. for endangering their
* kids
* * * life... now you know what happened... next to save themselves...
* * *
* * * Well the parents got a lawyer... and he went and got some quack
* * * doctor... to certify that the reason
* * * the kid was this way was because the instructor did it... guess who
* got

* * * sued big time... and used to fly a cessna 120... even though he was
* one
* * * of the best instructor around... and never did what the kid bragged
* at
* * * school he did... the kid lived a lie... the parents backed him up to
* * * save themselves.... heck the defense proved that the little cessna
* * * could not do half of what the kid said he did... and still the judge
* * * sided with the kid... and awarded the money...
* * *
* * * So with that in mind... I would never take a person under age on any
* * * flight... and I notice that CAP doesn't either after they
* experienced
* * * some of the same suits...
* * *
* * * I think its great that your son is wanting to learn how to fly...
* and
* * * your lucky to find a instructor to take him on... most of the ones
* that
* * * I know.. wouldn't... and most advised the parents who said.. oh yes
* * * we'll sign a consent form... for johnny... ahhhh doesn't fly
* either...
* * * you can't sign someone else's rights away... so the court has
* shown...
* * * nope.. I would rather see him get his teething on flying by getting
* into
* * * RC planes of something else less threating... and when he gets to be
* 17
* * * and responsible for his actions... then give him the money to go
* learn
* * * how to fly...
* * *
* * * As a parent you also want to think about the liability if he got
* * * distracted and hit a airliner or another plane... under age your
* still
* * * responsible... for his actions... that should keep you up at
* night...
* * *
* * * flying is not a game nor a toy... the people who made mistakes are
* not
* * * here to tell you about it... however... they are dead... Flying is
* * * basically risk management... ya lose.. your dead...
* * *
* * * sorry to burst your balloon...
* * *
* * * Keep the greasy side down... and the pointy side forward...
* * *
* * *
* * *
* * *
* * * wd9ezk wrote:

* * *
* * *
* * * My eleven year old son,(KC9BLC) is taking flying lessons, and since
* I
* * *
* * * am not a pilot I am not much help. He is learning the "V speeds"
* for
* * *
* * * a Cessna C-172R and I can not find a definition for the following V
* * *
* * * speeds. We think we know after talking to several pilots but they
* * *
* * * were not even sure!
* * *
* * *
* * *
* * * This is what we have.
* * *
* * *
* * *
* * * Vrsf 55 for a short field rotation
* * *
* * * Vsfa 62 for a short field approach
* * *
* * * Vgld 65 we think its the same as Vg Best Glide speed
* * *
* * *
* * *
* * * We would appreciate anyone responding with an answer that they are
* * *
* * * sure is correct.
* * *
* * *
* * *
* * * Thanks
* * *
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* * * Yahoo! Groups Links
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* * * http://groups.yahoo.com/group/Flying_Hams/
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* * * Flying_Hams-unsubscribe@yahoogroups.com
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* * * http://docs.yahoo.com/info/terms/
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* * ---------------------------------
* * YAHOO! GROUPS LINKS
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* * Visit your group "Flying_Hams" on the web.
* *
* * To unsubscribe from this group, send an email to:
* * Flying_Hams-unsubscribe@yahoogroups.com
* *
* * Your use of Yahoo! Groups is subject to the Yahoo! Terms of
* Service.
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* * ---------------------------------
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* countries) for 2?/min or less.

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267. INFORMATION & REQUEST

Yahoo group: Flying_Hams
Date: 2006-03-30 16:02:37 UTC
From: Micky Korde
Topic: 267 Message: 267

Dear Flying_hams,
Seasons Greetings to you all from VU Land (INDIA).
This is to let you know that 2 members of the Group of F/H
will be operating IOTA (ISLAND ON THE AIR)
ASI. 169 . ARNALA ISLAND - MAHRASHTRA - INDIA.
from Friday the 31st of March to 2nd of April, 2006.
They are 1) VU2 IZO - OM MICKEY
2) VU2 NKS - OM NANDU
On IOTA Frequencies a) 14.260 b) 21.260 c) 7.060

This is also to request all that if U hear us while Aero Mobile
or else from the land, please answer our call. Aero Mobile calls
& calls from Group Members will be much appreciated & QSLed
with CARD .

73's
de:- MICKEY - VU2 IZO

Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.

268. Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-30 16:22:23 UTC
From: wb0qqt
Topic: 268 Message: 268

Not sure if there is going to be another net today but I'll give a listen anyway. I'd thought about giving it a shot as net control to keep things going as I see Mark was not going to be available ??? Thunderstorms and severe weather forecast for here all day so best keep my head in the sand and play it by ear. That nasty 'ol Mark (N6EA) sent his weather this way from Tuesday's net :) :)

Steve/WBØQQT

269. RE: [Flying_Hams] INFORMATION & REQUEST

Yahoo group: Flying_Hams
Date: 2006-03-30 17:05:50 UTC
From: Mark@n6ea.com
Topic: 267 Message: 269

Very Nice!!!

We look forward to working you.

Anybody that makes a contact please let us know here...

73,

Mark N6EA

-----Original Message-----
From: Micky Korde [mailto:vu2izo@...]
Sent: Thursday, March 30, 2006 8:03 AM
To: flying_hams@yahoogroups.com
Subject: [Flying_Hams] INFORMATION & REQUEST

Dear Flying_hams,
Seasons Greetings to you all from VU Land (INDIA).
This is to let you know that 2 members of the Group of F/H
will be operating IOTA (ISLAND ON THE AIR)
ASI. 169 . ARNALA ISLAND - MAHRASHTRA - INDIA.
from Friday the 31st of March to 2nd of April, 2006.
They are 1) VU2 IZO - OM MICKEY
2) VU2 NKS - OM NANDU
On IOTA Frequencies a) 14.260 b) 21.260 c) 7.060

This is also to request all that if U hear us while Aero Mobile
or else from the land, please answer our call. Aero Mobile calls
& calls from Group Members will be much appreciated & QSLed
with CARD .

73's
de:- MICKEY - VU2 IZO

HYPERLINK
"http://us.rd.yahoo.com/mail_us/taglines/postman3/*http://us.rd.yahoo.co
m/evt=39666/*http://beta.messenger.yahoo.com"Yahoo! Messenger with
Voice. PC-to-Phone calls for ridiculously low rates.

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"http://groups.yahoo.com/group/Flying_Hams"Flying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK
"mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe"Flyi
ng_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK
"http://docs.yahoo.com/info/terms/"Yahoo! Terms of Service.

_____

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

270. RE: [Flying_Hams] Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-30 17:08:29 UTC
From: Mark@n6ea.com
Topic: 268 Message: 270

Steve,

Thanks for picking it up. I'll be mobile (not aero :-( ) and I'll give
a listen and hopefully a shout.

Sorry about the weather, we are supposed to have a few hours of sunshine
today. I almost forgot what the sun looked like at this point.

Mark N6EA

-----Original Message-----
From: wb0qqt [mailto:ssellmeyer@...]
Sent: Thursday, March 30, 2006 8:22 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Net today ?

Not sure if there is going to be another net today but I'll give a
listen anyway. I'd thought about giving it a shot as net control to
keep things going as I see Mark was not going to be available ???
Thunderstorms and severe weather forecast for here all day so best
keep my head in the sand and play it by ear. That nasty 'ol Mark
(N6EA) sent his weather this way from Tuesday's net :) :)

Steve/WBØQQT

Yahoo! Groups Links

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

271. RE: [Flying_Hams] Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-30 18:17:02 UTC
From: David Harris
Topic: 268 Message: 271

Hi Steve,

I will be home by 5pm est today, so i will crank up my buddipole and 706.What frequency and time are we looking at?

If you hear a real weak station from CT, that will most likely be me.

David
WB1BPV

Mark@... wrote:
Steve,

Thanks for picking it up. I'll be mobile (not aero :-( ) and I'll give
a listen and hopefully a shout.

Sorry about the weather, we are supposed to have a few hours of sunshine
today. I almost forgot what the sun looked like at this point.

Mark N6EA

-----Original Message-----
From: wb0qqt [mailto:ssellmeyer@...]
Sent: Thursday, March 30, 2006 8:22 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Net today ?

Not sure if there is going to be another net today but I'll give a
listen anyway. I'd thought about giving it a shot as net control to
keep things going as I see Mark was not going to be available ???
Thunderstorms and severe weather forecast for here all day so best
keep my head in the sand and play it by ear. That nasty 'ol Mark
(N6EA) sent his weather this way from Tuesday's net :) :)

Steve/WB?QQT

Yahoo! Groups Links

--
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Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

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272. Re: Headset intercom wiring

Yahoo group: Flying_Hams
Date: 2006-03-30 18:51:54 UTC
From: Bill Buoy
Topic: 237 Message: 272

John,
I was concerned about loading the headset audio also. I used 47K resistors for all three, though anything above 10K would not be seen by the headphone amplifiers at all. The reason for the high value was to attenuate the signal to a suitable level for the microphone input circuit.

The typical headset circuit is 600 ohms, or so I've been told.

73,
Bill

--- In Flying_Hams@yahoogroups.com, "wd9ezk" <wd9ezk@...> wrote:
>
> Thanks for the diagram Bill. Are there any special values needed for
> R 1,2 and 3? Since I am not familiar with aircraft regulations I need
> to be very careful not to load the audio or break any rules.
>

273. Siiiiiiiiiigh

Yahoo group: Flying_Hams
Date: 2006-03-30 23:17:33 UTC
From: Daniel
Topic: 159 Message: 273

Hi Everyone,
I apologize for the posts from certain individuals (mostly just ONE who I believe is gone) in the past, I dont really want to start having to approve the posts, so for NOW I'll leave it as is. It's just some of the comments had gotten a little off the topic of FLYING AND HAM RADIO and it looked like a lot of bantering to me. IF anyone thinks I was wrong, feel free to speak up. I have been accused of censoring and being on a power trip and quite frankly I have better things to do than worry about what a few individuals think about me, but I AM tryiiiing to do what's best for this GROUP as a whole to keep it from falling apart. If that means giving an individual the boot to save the rest of the group I will. I really appreciate everyone's support, as this is supposed to be OUR group not MY group as I have been accused as it being. IF anyone feels the need to get in an argument please take it off the group postings, Thanks everyone.

73,
Daniel

--- In Flying_Hams@yahoogroups.com, floridacyclist@... wrote:
>
>
> You're doing great Dan, I don't think you came across as a jerk at
> all....you just asked for a little peace and quiet and didn't even
make any threats in
> the process.

the _Yahoo! Terms of Service_
> (http://docs.yahoo.com/info/terms/) .
>
>
> ___________________________________
>

274. Re: [Flying_Hams] Sigh

Yahoo group: Flying_Hams
Date: 2006-03-30 23:55:08 UTC
From: David Shrum
Topic: 159 Message: 274

Daniel,
I for one wish you would stop apologizing, as a list owner or moderator you have to try to get/remind the group to get back on topic when things start to get out of hand. As a moderator of a couple of other Yahoo groups myself, I know that you have to do what is necessary. So from this individual I totally understand. Where there is more than one person involved, you will get different opinions, and if some one does think there is a 'grab for power', they don't have a clue as to what it sometimes takes to keep a group running properly. Just my 2 cents, now I'll get off my soap box.
Dave N8PU

Daniel wrote:
> Hi Everyone,
> I apologize for the posts from certain individuals (mostly just ONE
> who I believe is gone) in the past, I dont really want to start having
> to approve the posts, so for NOW I'll leave it as is. It's just some
> of the comments had gotten a little off the topic of FLYING AND HAM
> RADIO and it looked like a lot of bantering to me. IF anyone thinks I
> was wrong, feel free to speak up. I have been accused of censoring and
> being on a power trip and quite frankly I have better things to do
> than worry about what a few individuals think about me, but I AM
> tryiiiing to do what's best for this GROUP as a whole to keep it from
> falling apart. If that means giving an individual the boot to save the
> rest of the group I will. I really appreciate everyone's support, as
> this is supposed to be OUR group not MY group as I have been accused
> as it being. IF anyone feels the need to get in an argument please
> take it off the group postings, Thanks everyone.
>
> 73,
> Daniel

275. Re: [Flying_Hams] Sigh

Yahoo group: Flying_Hams
Date: 2006-03-31 09:55:59 UTC
From: Ray Albarelli
Topic: 159 Message: 275

"We apologize for the fault in the posts to this group. Those responsible have been sacked."

David Shrum <aq392@...> wrote:
Daniel,
I for one wish you would stop apologizing, as a list owner or moderator
you have to try to get/remind the group to get back on topic when things
start to get out of hand. As a moderator of a couple of other Yahoo
groups myself, I know that you have to do what is necessary.

So from
this individual I totally understand. Where there is more than one
person involved, you will get different opinions, and if some one does
think there is a 'grab for power', they don't have a clue as to what it
sometimes takes to keep a group running properly. Just my 2 cents, now
I'll get off my soap box.
Dave N8PU

Daniel wrote:
> Hi Everyone,
> I apologize for the posts from certain individuals (mostly just ONE
> who I believe is gone) in the past, I dont really want to start having
> to approve the posts, so for NOW I'll leave it as is. It's just some
> of the comments had gotten a little off the topic of FLYING AND HAM
> RADIO and it looked like a lot of bantering to me. IF anyone thinks I
> was wrong, feel free to speak up. I have been accused of censoring and
> being on a power trip and quite frankly I have better things to do
> than worry about what a few individuals think about me, but I AM
> tryiiiing to do what's best for this GROUP as a whole to keep it from
> falling apart. If that means giving an individual the boot to save the
> rest of the group I will. I really appreciate everyone's support, as
> this is supposed to be OUR group not MY group as I have been accused
> as it being. IF anyone feels the need to get in an argument please
> take it off the group postings, Thanks everyone.
>
> 73,
> Daniel

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276. Re: [Flying_Hams] Siiiiiiiiiigh Thank you!

Yahoo group: Flying_Hams
Date: 2006-03-31 12:58:23 UTC
From: Nicholas J.Hirsch
Topic: 276 Message: 276

Daniel

Thank you, I was about to ask to be removed from the Flying_Hams list.
The background noise was just getting too bad! My opinion is, you don't
have to apologize for something that needed to be done.

73, Looking for a call sign, maybe I will find one on Sunday.

Nicholas J. Hirsch
1969 Cherokee 140

On Thu Mar 30 18:17 , 'Daniel' <n9wx_dan@...> sent:

>Hi Everyone,
>I apologize for the posts from certain individuals (mostly just ONE
>who I believe is gone) in the past, I dont really want to start having
>to approve the posts, so for NOW I'll leave it as is. It's just some
>of the comments had gotten a little off the topic of FLYING AND HAM
>RADIO and it looked like a lot of bantering to me. IF anyone thinks I
>was wrong, feel free to speak up. I have been accused of censoring and
>being on a power trip and quite frankly I have better things to do
>than worry about what a few individuals think about me, but I AM
>tryiiiing to do what's best for this GROUP as a whole to keep it from
>falling apart. If that means giving an individual the boot to save the
>rest of the group I will. I really appreciate everyone's support, as
>this is supposed to be OUR group not MY group as I have been accused
>as it being. IF anyone feels the need to get in an argument please
>take it off the group postings, Thanks everyone.
>
>
>73,
>
>Daniel
>

277. Re: [Flying_Hams] Siiiiiiiiiigh Thank you!

Yahoo group: Flying_Hams
Date: 2006-03-31 13:24:14 UTC
From: Ray Albarelli
Topic: 276 Message: 277

We apologize again for the fault in the posts. Those
responsible for sacking the people who have just been sacked
have been sacked.

A M00se once bit my sister ...

No realli! She was Karving her initials on the m00se
with the sharpened end of an interspace t00thbrush given
by Svenge - her brother-in-law - an Oslo dentist and
star of many Norwegian m0vies: "The H0t Hands of an Oslo
Dentist", "Fillings of Passion", "The Huge M0lars of Horst
Nordfink".

Mynd you, m00se bites Kan be pretty nasti ...

"Nicholas J.Hirsch" <njhirsch@...> wrote: Daniel

Thank you, I was about to ask to be removed from the Flying_Hams list.
The background noise was just getting too bad! My opinion is, you don't
have to apologize for something that needed to be done.

73, Looking for a call sign, maybe I will find one on Sunday.

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>as it being. IF anyone feels the need to get in an argument please
>take it off the group postings, Thanks everyone.
>
>
>73,
>

>Daniel
>

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278. Re: [Flying_Hams] Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-31 14:53:21 UTC
From: ssellmeyer
Topic: 268 Message: 278
Attachments: 1 described; binary payloads are missing from this source WARC

Sorry Mark but I didn't dare pick it up. We were having severe weather with thunder, lightning, rain, hail and a tornado watch to boot at net time. I listened on my little Grundig YB 400 for a bit but only heard a VE7SV (?) inquire about the net. If it hadn't been for the weather I would have jumped in there.

Not a good day for flying OR hamming ! Not sure if I'll make Sunday net or not. I'm helping my daughter move the whole weekend.

Anyway, to help Dan get back on track, I have a question that has baffled me for a long time but this mechanical mind is wanting to know. As I have stated before, I am not a real pilot but do love flying the MS 2004 flight simulator. On the Cessna Caravan there is a t-handle labled "Inertial Separator" on the power control panel. When engaging it, what actually happens ??? Is this a powerplant control function or something doing with the prop control ??? Hope you "real guys" don't mind this "unreal pilot" asking !

Steve/WBØQQT
----- Original Message -----
From: Mark@...
To: Flying_Hams@yahoogroups.com
Sent: Thursday, March 30, 2006 11:08 AM
Subject: RE: [Flying_Hams] Net today ?

Steve,

Thanks for picking it up. I'll be mobile (not aero :-( ) and I'll give
a listen and hopefully a shout.

Sorry about the weather, we are supposed to have a few hours of sunshine
today. I almost forgot what the sun looked like at this point.

Mark N6EA

-----Original Message-----
From: wb0qqt [mailto:ssellmeyer@inebraska.com]
Sent: Thursday, March 30, 2006 8:22 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Net today ?

Not sure if there is going to be another net today but I'll give a
listen anyway. I'd thought about giving it a shot as net control to
keep things going as I see Mark was not going to be available ???
Thunderstorms and severe weather forecast for here all day so best
keep my head in the sand and play it by ear. That nasty 'ol Mark
(N6EA) sent his weather this way from Tuesday's net :) :)

Steve/WBØQQT

Yahoo! Groups Links

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/296 - Release Date: 3/29/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
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YAHOO! GROUPS LINKS

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No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/298 - Release Date: 3/30/2006

279. RE: [Flying_Hams] Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-31 15:23:14 UTC
From: Mark@n6ea.com
Topic: 268 Message: 279

No problem Steve.

I want to see if we can't have a good turn out on Sunday for the net. I want to encourage everyone that is capable to join in. Also, if conditions are good let's spend a little more time describing our aviation and ham experience as well as maybe a good fly in destination you might be able to share with the group. If we have somewhere in the neighborhood of 15 checkins we can still keep it under 1/2 hour which is about all the time I think people may want to spend on a Sunday afternoon.

I have failed to mention the checkin we had from John KC9BLC from Indy, who is 11 years old and wants to learn to fly. Pretty cool to hear from an 11 year old General on our first net. (BTW, looking at the log I posted I had his callsign wrong) .

Hope to hear (and talk) to everyone on Sunday.

73 and have a good weekend.

Mark N6EA

-----Original Message-----
From: ssellmeyer [mailto:ssellmeyer@...]
Sent: Friday, March 31, 2006 6:53 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net today ?

Sorry Mark but I didn't dare pick it up. We were having severe weather with thunder, lightning, rain, hail and a tornado watch to boot at net time. I listened on my little Grundig YB 400 for a bit but only heard a VE7SV (?) inquire about the net. If it hadn't been for the weather I would have jumped in there.

Not a good day for flying OR hamming ! Not sure if I'll make Sunday net or not. I'm helping my daughter move the whole weekend.

Anyway, to help Dan get back on track, I have a question that has baffled me for a long time but this mechanical mind is wanting to know. As I have stated before, I am not a real pilot but do love flying the MS 2004 flight simulator. On the Cessna Caravan there is a t-handle labled "Inertial Separator" on the power control panel. When engaging it, what actually happens ??? Is this a powerplant control function or something doing with the prop control ??? Hope you "real guys" don't mind this "unreal pilot" asking !

Steve/WBØQQT

----- Original Message -----
From: HYPERLINK "mailto:Mark@..."Mark@...
To: HYPERLINK
"mailto:Flying_Hams@yahoogroups.com"Flying_Hams@yahoogroups.com
Sent: Thursday, March 30, 2006 11:08 AM
Subject: RE: [Flying_Hams] Net today ?

Steve,

Thanks for picking it up. I'll be mobile (not aero :-( ) and I'll give
a listen and hopefully a shout.

Sorry about the weather, we are supposed to have a few hours of sunshine
today. I almost forgot what the sun looked like at this point.

Mark N6EA

-----Original Message-----
From: wb0qqt [mailto:ssellmeyer@...]
Sent: Thursday, March 30, 2006 8:22 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Net today ?

Not sure if there is going to be another net today but I'll give a
listen anyway. I'd thought about giving it a shot as net control to
keep things going as I see Mark was not going to be available ???
Thunderstorms and severe weather forecast for here all day so best
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"http://groups.yahoo.com/group/Flying_Hams"Flying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK
"mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe"Flyi
ng_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK
"http://docs.yahoo.com/info/terms/"Yahoo! Terms of Service.

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/298 - Release Date: 3/30/2006

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No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.3/298 - Release Date: 3/30/2006

280. Re: [Flying_Hams] Net today ?

Yahoo group: Flying_Hams
Date: 2006-03-31 15:52:04 UTC
From: Daniel Hileman
Topic: 268 Message: 280

Hi Steve, (and Mark)
I believe the Inertial Seperator is used when you fly through rain, ice,etc. ...to keep the engine from ingesting the ice...if I remember right, that's what it does! Also, thanks for trying to run the net, and thanks to you both for all you do for the group!
I hope the Sunday one is a GREAT success!

Daniel

ssellmeyer <ssellmeyer@...> wrote:
Sorry Mark but I didn't dare pick it up. We were having severe weather with thunder, lightning, rain, hail and a tornado watch to boot at net time. I listened on my little Grundig YB 400 for a bit but only heard a VE7SV (?) inquire about the net. If it hadn't been for the weather I would have jumped in there.

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Steve/WB?QQT
----- Original Message -----
From: Mark@...
To: Flying_Hams@yahoogroups.com
Sent: Thursday, March 30, 2006 11:08 AM
Subject: RE: [Flying_Hams] Net today ?

Steve,

Thanks for picking it up. I'll be mobile (not aero :-( ) and I'll give
a listen and hopefully a shout.

Sorry about the weather, we are supposed to have a few hours of sunshine
today. I almost forgot what the sun looked like at this point.

Mark N6EA

-----Original Message-----
From: wb0qqt [mailto:ssellmeyer@...]
Sent: Thursday, March 30, 2006 8:22 AM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Net today ?

Not sure if there is going to be another net today but I'll give a
listen anyway. I'd thought about giving it a shot as net control to
keep things going as I see Mark was not going to be available ???
Thunderstorms and severe weather forecast for here all day so best
keep my head in the sand and play it by ear. That nasty 'ol Mark
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Steve/WB?QQT

Yahoo! Groups Links

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1¢/min.

281. Inertial Seperator

Yahoo group: Flying_Hams
Date: 2006-03-31 21:13:11 UTC
From: Daniel
Topic: 268 Message: 281

Steve,
I looked it up to be sure...the inertial seperator (also called, Ice vanes) is used to keep the engine from ingesting ice that is coming off the aircraft, such as off the props. Hope that helps.

Daniel

282. WTB: Garmin 196?

Yahoo group: Flying_Hams
Date: 2006-04-02 22:42:33 UTC
From: Daniel
Topic: 282 Message: 282

Hi Everyone,
I am looking for a garmin 196...you must accept paypal. HURRRY, I'm looking at one on Ebay tonight...so, if you have one you want to part with for around $450-500, let me know! If you were thinking of upgrading to a 296 or 396, let this be your motivation! Hurry though, only 3 hours and I may have one off ebay!

Thanks,
Daniel N9WX

283. HF Net?

Yahoo group: Flying_Hams
Date: 2006-04-02 22:43:14 UTC
From: Daniel
Topic: 283 Message: 283

Hi Everyone,

How was the turn out on the Net today????

Daniel

284. Re: [Flying_Hams] HF Net?

Yahoo group: Flying_Hams
Date: 2006-04-03 04:26:27 UTC
From: Mark@n6ea.com
Topic: 283 Message: 284

Daniel,

Went pretty well, I think. The propogation was good, no qrn and a some good info was exchanged including a discussion of HF antennas for aero mobile and a check in from a hangar in Texas by K5TKY Aubrey who has the enviable job as a pilot for an air museum at Addison (T31) that has a fleet of warbirds. He has the ultimate setup of a ham shack in his hangar.

Checkins were:

WB0QQT Steve in Lincoln, NebraskaVE7SVC Clyde in Abbotsford, BCK5TKY Aubrey in McKinney,Tx.N6EA Mark in Jamestown, Ca.I want to shoot for Wednesday for our next net, same time and frequency. 21:30 Zulu & 14.342.5 Mhz.73 All,de Mark N6EA----- Original Message -----
From: "Daniel" <n9wx_dan@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Sunday, April 02, 2006 3:43 PM
Subject: [Flying_Hams] HF Net?

> Hi Everyone,
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> How was the turn out on the Net today????
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> Daniel
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> Yahoo! Groups Links
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285. Re: [Flying_Hams] HF Net?

Yahoo group: Flying_Hams
Date: 2006-04-04 01:39:32 UTC
From: kk6mm@aol.com
Topic: 283 Message: 285

Hi guys-

My QTH is Redding in northern California. I tuned in for about 10 minutes Sunday and could tell a couple of people were in there, but not copyable for me. The only one I could actually hear was Steve in Lincoln, NE. Will try again & hope for better propagation, probably next Sunday, as my weekdays tend to get bogged down with work.

73

Jim KK6MM

286. HF Net

Yahoo group: Flying_Hams
Date: 2006-04-04 02:37:24 UTC
From: slexpetrie
Topic: 25 Message: 286

When is the net scheduled - day and time?

287. Re: [Flying_Hams] HF Net

Yahoo group: Flying_Hams
Date: 2006-04-04 04:04:04 UTC
From: Mark@n6ea.com
Topic: 25 Message: 287

With Daniels permission I am doing the net on Wednesdays and Sundays at 21:30 Z for the time being. If anyone would like to p/u another day or even take Wed. or Sunday, don't be shy and jump right in. I'm the permanently temporary net controller it looks like, at least until I get fired or somebody else steps up.

73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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> Yahoo! Groups Links
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288. Re: [Flying_Hams] HF Net

Yahoo group: Flying_Hams
Date: 2006-04-04 12:24:51 UTC
From: Daniel Hileman
Topic: 25 Message: 288

You have my FULL permission Mark..whatever works best for you!

Daniel

Mark@... wrote:
With Daniels permission I am doing the net on Wednesdays and Sundays at
21:30 Z for the time being. If anyone would like to p/u another day or even
take Wed. or Sunday, don't be shy and jump right in. I'm the permanently
temporary net controller it looks like, at least until I get fired or
somebody else steps up.

73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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289. Re: [Flying_Hams] HF Net

Yahoo group: Flying_Hams
Date: 2006-04-04 12:26:22 UTC
From: Daniel Hileman
Topic: 25 Message: 289

Maybe in a few weeks, I'll be HF Mobile and can check in, lol. I have no place for antenna's right now at home. Thanks for everyone's support of the net and the group

73,
Daniel
Mark@... wrote:
With Daniels permission I am doing the net on Wednesdays and Sundays at
21:30 Z for the time being. If anyone would like to p/u another day or even
take Wed. or Sunday, don't be shy and jump right in. I'm the permanently
temporary net controller it looks like, at least until I get fired or
somebody else steps up.

73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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> Yahoo! Groups Links
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290. Newbie

Yahoo group: Flying_Hams
Date: 2006-04-04 22:39:55 UTC
From: paulrreyes@aol.com
Topic: 290 Message: 290

Hi
In 1968 I built a HeathKit CW Transceiver, which still works btw, and drifted away from Amateur Radio after going to one Field Day. Being 15 then other things intervened so I just took and passed the Technician (No code) test this past Sunday. I've been flying as a low, slow, Sunday afternoon, private pilot since 1980. My call sign hasn't come up on the FCC or QRZ website yet. While I am waiting and twiddling my thumbs I've been surfing around and found this group. Any suggestions for a good multiband handheld transceiver or mobile unit to buy and fiddle with while I build a new antenna for the cw transceiver so I can listen to code classes and blow the 37 year old dust off of code skills and start studying for the General test? Also, does anyone have experience with operating in Central America? I'm going to Honduras in May and would like to take a handheld unit but from what I've read it may take some time to process paperwork for that.

Thanks for any information!!!

--The New guy, Paul R. Reyes

-----Original Message-----
From: Flying_Hams@yahoogroups.com
To: Flying_Hams@yahoogroups.com
Sent: 4 Apr 2006 22:05:59 -0000
Subject: [Flying_Hams] Digest Number 30

There are 5 messages in this issue.

Topics in this digest:

1. Re: HF Net?
From: kk6mm@...
2. HF Net
From: "slexpetrie" <spetrie@...>
3. Re: HF Net
From: <Mark@...>
4. Re: HF Net
From: Daniel Hileman <n9wx_dan@...>
5. Re: HF Net
From: Daniel Hileman <n9wx_dan@...>

Message: 1
Date: Mon, 3 Apr 2006 21:39:32 EDT
From: kk6mm@...
Subject: Re: HF Net?

Hi guys-

My QTH is Redding in northern California. I tuned in for about 10 minutes Sunday and could tell a couple of people were in there, but not copyable for me.

The only one I could actually hear was Steve in Lincoln, NE. Will try again & hope for better propagation, probably next Sunday, as my weekdays tend to get bogged down with work.

73

Jim KK6MM

[This message contained attachments]

Message: 2
Date: Tue, 04 Apr 2006 02:37:24 -0000
From: "slexpetrie" <spetrie@...>
Subject: HF Net

When is the net scheduled - day and time?

Message: 3
Date: Mon, 3 Apr 2006 21:04:04 -0700
From: <Mark@...>
Subject: Re: HF Net

With Daniels permission I am doing the net on Wednesdays and Sundays at 21:30 Z for the time being. If anyone would like to p/u another day or even take Wed. or Sunday, don't be shy and jump right in. I'm the permanently temporary net controller it looks like, at least until I get fired or somebody else steps up.

73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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> Yahoo! Groups Links
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Message: 4
Date: Tue, 4 Apr 2006 05:24:51 -0700 (PDT)
From: Daniel Hileman <n9wx_dan@...>
Subject: Re: HF Net

You have my FULL permission Mark..whatever works best for you!

Daniel

Mark@... wrote:
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21:30 Z for the time being. If anyone would like to p/u another day or even
take Wed. or Sunday, don't be shy and jump right in. I'm the permanently
temporary net controller it looks like, at least until I get fired or
somebody else steps up.

73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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> Yahoo! Groups Links
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[This message contained attachments]

Message: 5
Date: Tue, 4 Apr 2006 05:26:22 -0700 (PDT)
From: Daniel Hileman <n9wx_dan@...>
Subject: Re: HF Net

Maybe in a few weeks, I'll be HF Mobile and can check in, lol. I have no place for antenna's right now at home. Thanks for everyone's support of the net and the group

73,
Daniel
Mark@... wrote:
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73,

Mark N6EA

----- Original Message -----
From: "slexpetrie" <spetrie@...>
To: <Flying_Hams@yahoogroups.com>
Sent: Monday, April 03, 2006 7:37 PM
Subject: [Flying_Hams] HF Net

> When is the net scheduled - day and time?
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New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

[This message contained attachments]

_____
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Yahoo! Groups Links

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291. Dayton Hamvention - Flying Hams invited to HFpack events 20 May 2006

Yahoo group: Flying_Hams
Date: 2006-04-05 06:54:06 UTC
From: expeditionradio
Topic: 291 Message: 291

All Flying Hams are invited to the HFpack events at
Dayton Hamvention!

HFpackers Eyeball QSO and Rally
12:30pm to 2pm Saturday May 20
Location: Hara Arena main entrance (awning/outside)

HFpack Portable Pedestrian Mobile Net
1:00pm Saturday May 20 (1700UTC)
18157.5 kHz USB - Net Control: Mark KI0PF /PM

HFpack Hamvention Frequencies
VHF: 144.300 MHz FM Simplex PL=151.4 (mil tone squelch=150)
HF: 18157.5 kHz USB (at the hamfest)
HF: 5371.5 kHz USB (mobile, motel, and after hours)

http://hfpack.com
http://hamvention.org

73---Bonnie KQ6XA

.

292. net times

Yahoo group: Flying_Hams
Date: 2006-04-06 00:33:32 UTC
From: rfp48215
Topic: 292 Message: 292

What are the nets times and freq? 1Lt ron Parmenter cap/usaf glr-mi 63 wing 176 sq k8rfp e-mail at rfp@...

293. Re: net times

Yahoo group: Flying_Hams
Date: 2006-04-06 14:35:35 UTC
From: wb0qqt
Topic: 292 Message: 293

Hello Ron !

Net times are Sundays and Wednesdays, 2130Z time on 14.342.5 frequencies. It is shared with the folks of the HF Pack Group. Not a whole lot of activity yet but it's still in it's infancy stage too. And then again you have guys like me that forget !

I have the alarm on my watch set to go off at 2115Z but yesterday I had the lawnmower running in the garage and didn't hear my watch until too late. Duhhhhhhh ! Don't know if Mark or Dan was in there to call it. Whatsay guys ????

Steve/WBØQQT

--- In Flying_Hams@yahoogroups.com, "rfp48215" <rfp48215@...> wrote:
>
> What are the nets times and freq? 1Lt ron Parmenter cap/usaf glr-mi 63
> wing 176 sq k8rfp e-mail at rfp@...
>

294. Is it your plane?

Yahoo group: Flying_Hams
Date: 2006-04-06 14:43:24 UTC
From: EC1CWG@dxhunters.com
Topic: 294 Message: 294

Hello,
I´ve received a note from a friend in Malaga Airport (South Spain) telling me that they have a plane Convair 440 number: N8042W. The plane is probably abandoned since September, 2002 and the owner is unknown. Seems to be in good shape...Got a link to the NOTAM (in spanish) here:

http://www.boe.es/g/es/bases_datos/doc.php?coleccion=anboe&id=2006/082044&txtlen=1000

It seems that they´re gonna start to accept offers for it...73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

295. Yesterdays net

Yahoo group: Flying_Hams
Date: 2006-04-06 14:48:17 UTC
From: Mark@n6ea.com
Topic: 295 Message: 295

CQ CQ CQ,

My apologies to the group. I was not able to get home to do the net yesterday. In fact I didn't get home until quite late. We have been pummeled by bad weather the last few days and are still under a small stream and river flash flood warning this am. I spent most of the day with shovel in hand trying to get the water to either go back to were it belongs or stay were it belongs. I was only marginally successful on both counts. At any rate, I was absent and I'm not sure if any of the group was able to make a qso or not.

The next scheduled net will be Sunday at 21:30Z and the forecast is calling for more rain but it looks manageable at this point.

73 to all,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.5/302 - Release Date: 4/5/2006

296. Re: [Flying_Hams] Is it your plane?

Yahoo group: Flying_Hams
Date: 2006-04-06 19:38:05 UTC
From: Jim Walsh
Topic: 294 Message: 296

Hello, the registered name is :

N8042W 1958 CONVAIR 440, AERONAUTICAL COMMERCIAL OFFICE INC, DOVER DE ~~~K9ARO Jim

EC1CWG@... wrote:
Hello,
I?ve received a note from a friend in Malaga Airport (South Spain) telling me that they have a plane Convair 440 number: N8042W. The plane is probably abandoned since September, 2002 and the owner is unknown. Seems to be in good shape...Got a link to the NOTAM (in spanish) here:

http://www.boe.es/g/es/bases_datos/doc.php?coleccion=anboe&id=2006/082044&txtlen=1000

It seems that they?re gonna start to accept offers for it...73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

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YAHOO! GROUPS LINKS

Visit your group "Flying_Hams" on the web.

To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

Yahoo! Messenger with Voice. PC-to-Phone calls for ridiculously low rates.

297. aeronautical mobile

Yahoo group: Flying_Hams
Date: 2006-04-06 20:47:54 UTC
From: Mark@n6ea.com
Topic: 47 Message: 297
Attachments: 1 described; binary payloads are missing from this source WARC

Those interested in HF in their aircraft might want to check out this glassair. Go to the photos section and scroll to the bottom.

Charlie owns HYPERLINK "http://www.hiqantennas.com/"http://www.hiqantennas.com/

73 all,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.5/302 - Release Date: 4/5/2006

298. Fw: [Flying_Hams] Is it your plane?

Yahoo group: Flying_Hams
Date: 2006-04-07 09:48:11 UTC
From: EC1CWG@dxhunters.com
Topic: 298 Message: 298

Thanks Jim. Gonna pass the name to my friend. Hope it might help him. Thanks again. 73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

Hello, the registered name is :

N8042W 1958 CONVAIR 440, AERONAUTICAL COMMERCIAL OFFICE INC, DOVER DE ~~~K9ARO Jim

EC1CWG@... wrote:
Hello,
I´ve received a note from a friend in Malaga Airport (South Spain) telling me that they have a plane Convair 440 number: N8042W. The plane is probably abandoned since September, 2002 and the owner is unknown. Seems to be in good shape...Got a link to the NOTAM (in spanish) here:

http://www.boe.es/g/es/bases_datos/doc.php?coleccion=anboe&id=2006/082044&txtlen=1000

It seems that they´re gonna start to accept offers for it...73s!
EC1CT Fernando
E-mail: ec1cwg@...
URE & ARRL member

"Make failure your teacher, not your undertaker."

73 from K9ARO - Jim and K9-Susie at Quartzsite, AZ

Find Jim- K9ARO by Ham radio (click on link)
http://tinyurl.com/jmnco

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YAHOO! GROUPS LINKS

a.. Visit your group "Flying_Hams" on the web.

b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

---

299. Sunday Net?

Yahoo group: Flying_Hams
Date: 2006-04-09 23:14:37 UTC
From: ke7rr
Topic: 299 Message: 299

Hello

I listened today for the Flying Ham Net at 14.342.5 Mhz at 21:30Z.
No Flying Ham stations or net control heard.

Steve

300. Net

Yahoo group: Flying_Hams
Date: 2006-04-10 04:00:37 UTC
From: Clyde Murray
Topic: 204 Message: 300

Not to sure if the net ran today. I checked in at 21:40 as I was late with some other stuff. Called out but didn't hear any response. Better luck next time

Clyde VE7SVC

New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

301. Re: [Flying_Hams] Sunday Net?

Yahoo group: Flying_Hams
Date: 2006-04-10 13:25:16 UTC
From: ssellmeyer
Topic: 299 Message: 301
Attachments: 1 described; binary payloads are missing from this source WARC

I heard you but couldn't couldn't BE heard. You were the strongest but others were down there in the noise.
Will see what Wednesday brings for propagation eh ??

Steve/WBØQQT
----- Original Message -----
From: ke7rr
To: Flying_Hams@yahoogroups.com
Sent: Sunday, April 09, 2006 6:14 PM
Subject: [Flying_Hams] Sunday Net?

Hello

I listened today for the Flying Ham Net at 14.342.5 Mhz at 21:30Z.
No Flying Ham stations or net control heard.

Steve

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YAHOO! GROUPS LINKS

a.. Visit your group "Flying_Hams" on the web.

b.. To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.0/305 - Release Date: 4/8/2006

302. Re: [Flying_Hams] Sunday Net?

Yahoo group: Flying_Hams
Date: 2006-04-10 21:27:18 UTC
From: David Shrum
Topic: 299 Message: 302

I keep forgetting about the net until I see it posted here... after the fact. :-(
It's ruff getting old(er).
Dave N8PU

ssellmeyer wrote:

I heard you but couldn't couldn't BE heard. You were the strongest but others were down there in the noise.

Will see what Wednesday brings for propagation eh ??

Steve/WBØQQT

303. Good Show!

Yahoo group: Flying_Hams
Date: 2006-04-11 20:43:18 UTC
From: w323532
Topic: 303 Message: 303

Hello. My name is Jim Wilson. I am retired from flying, but spent many years as a flight instructor, charter pilot, corporate pilot, and just plain old fun pilot. Got interested in flying while in high school in Ruidoso, New Mexico. Received my private pilot's cert way back in '56. My ham radio experience goes back to 1961 when I got my General while in the Navy, stationed at Pearl Harbor, HI. Hopefully, we'll see a lot of activity here, and maybe the net for flyers.

73 de Jim
WA5CUY

304. net today

Yahoo group: Flying_Hams
Date: 2006-04-12 23:30:26 UTC
From: Mark@n6ea.com
Topic: 304 Message: 304

Sorry for the absence on Sunday. I was helping a buddy and could not get home in time. I see my spam app had added our group (along with a couple of other yahoo groups) to the junk mail list. I was wondering why it was soooo darn quiet.

Today I had a total of one check in.

Bob W9EFG from Tyler, Tx. and I had a great 20 minute QSO. Bob has some wonderful stories about flying corpses for the coroner for a few years in order to supplement his income as a flight instructor.

Was wondering if anyone else heard us, that maybe we didn't hear.

I will not be available for a net on Sunday, so if you ever wanted to be a net control, now's your chance. The script is in the files section.

I will be on the air at the regular time next Wednesday.

Happy Flying and 73,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.1/309 - Release Date: 4/11/2006

305. It's quiet out there

Yahoo group: Flying_Hams
Date: 2006-04-14 13:29:27 UTC
From: Daniel
Topic: 305 Message: 305

Hi Everyone,

Sorry I've been at the airport almost everyday instructing,(I'm NOT complaining!)
it's been AWESOME here in IN...in the low to mid 70's alll week! A little breezy though, but I guess we got to take what we can get. I appreciate all the support for the net, hopefully we'll have more check-ins. I was thinking maybe a little article on QRZ or Eham might encourage more check-ins. Anyone want to write up a very small article about our net?? If not, I'll try and get a chance and do that soon. Anyway, the board's been mighty quiet lately...everyone out flying???? LOL. Gotta be some good topics to discuss. Anyway, it's my only day off this week,due to wind, but it's a LOVELY day otherwise, so excuse me as I go play in the woods.

Thanks everyone and 73,

Daniel

307. hi all

Yahoo group: Flying_Hams
Date: 2006-04-15 17:23:06 UTC
From: ricky_duncan11
Topic: 307 Message: 307

well today is a great day i hope all is well in radio land
lol this is ricky kg9nk just wanted to drop a line and say
whats up hope everyone has a good easter and happy
flying.......i should be at the airport but dan and i have
not been able to hook up ive been realy busy
working......well see ya later all and happy easter..........73

308. Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-19 17:40:05 UTC
From: Mark@n6ea.com
Topic: 308 Message: 308

Fellow Hams / Aviators,

As it appears there is not a lot of interest in the HF net, I can't really justify taking time off work to run home and run the net. Perhaps if I was more centrally located and could reach more stations it might have worked out better. If anyone else would like to pick it up, please feel free. The script is in the files section and there is really nothing to it.

73,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

309. Re: [Flying_Hams] Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-19 22:38:47 UTC
From: STEVE SCOGGINS
Topic: 308 Message: 309

Hello Mark

Can we try using 40 meter for the flying ham net?

There are a lot of flying hams on the west coast that might participate.
I am willing to call the net on thursday or saturday evenings.

How about after 6PM PST (0100-0200Z)?

We could also try using echolink. Some of the QRPers are using echolink for a net on the weekends.

Steve

Mark@... wrote:

Fellow Hams / Aviators,

As it appears there is not a lot of interest in the HF net, I can't
really justify taking time off work to run home and run the net. Perhaps
if I was more centrally located and could reach more stations it might
have worked out better. If anyone else would like to pick it up, please
feel free. The script is in the files section and there is really
nothing to it.

73,

Mark N6EA

--
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Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Yahoo! Groups Links

Celebrate Earth Day everyday! Discover 10 things you can do to help slow climate change.
Yahoo! Earth Day

310. RE: [Flying_Hams] Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-19 22:51:56 UTC
From: Mark@n6ea.com
Topic: 308 Message: 310

Steve,

I would encourage you to try any schedule that we could get more people involved in. Let me know and I'll certainly check in with you.

73,

Mark N6EA

From: STEVE SCOGGINS [mailto:ke7rr@...]
Sent: Wednesday, April 19, 2006 3:39 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net schedule

Hello Mark

Can we try using 40 meter for the flying ham net?

There are a lot of flying hams on the west coast that might participate.
I am willing to call the net on thursday or saturday evenings.

How about after 6PM PST (0100-0200Z)?

We could also try using echolink. Some of the QRPers are using echolink for a net on the weekends.

Steve

Mark@... wrote:

Fellow Hams / Aviators,

As it appears there is not a lot of interest in the HF net, I can't really justify taking time off work to run home and run the net. Perhaps if I was more centrally located and could reach more stations it might have worked out better. If anyone else would like to pick it up, please feel free. The script is in the files section and there is really nothing to it.

73,

Mark N6EA

--
No virus found in this outgoing message.
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Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Yahoo! Groups Links

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---

YAHOO! GROUPS LINKS

* Visit your group "HYPERLINK "http://groups.yahoo.com/group/Flying_Hams"Flying_Hams" on the web.

* To unsubscribe from this group, send an email to:
HYPERLINK "mailto:Flying_Hams-unsubscribe@yahoogroups.com?subject=Unsubscribe"Flying_Hams-unsubscribe@yahoogroups.com

* Your use of Yahoo! Groups is subject to the HYPERLINK "http://docs.yahoo.com/info/terms/"Yahoo! Terms of Service.

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

311. RE: [Flying_Hams] Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-20 04:27:35 UTC
From: STEVE SCOGGINS
Topic: 308 Message: 311

Mark@... wrote: Steve,

I would encourage you to try any schedule that we could get more people involved in. Let me know and I'll certainly check in with you.

73,

Mark N6EA

From: STEVE SCOGGINS [mailto:ke7rr@...]
Sent: Wednesday, April 19, 2006 3:39 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net schedule

Hello Mark

Can we try using 40 meter for the flying ham net?

There are a lot of flying hams on the west coast that might participate.
I am willing to call the net on thursday or saturday evenings.

How about after 6PM PST (0100-0200Z)?

We could also try using echolink. Some of the QRPers are using echolink for a net on the weekends.

Steve

Mark@... wrote:

Fellow Hams / Aviators,

As it appears there is not a lot of interest in the HF net, I can't
really justify taking time off work to run home and run the net. Perhaps
if I was more centrally located and could reach more stations it might
have worked out better. If anyone else would like to pick it up, please
feel free. The script is in the files section and there is really
nothing to it.

73,

Mark N6EA

--
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Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Yahoo! Groups Links

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--
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YAHOO! GROUPS LINKS

Visit your group "Flying_Hams" on the web.

To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

--
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Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

312. Hello and a Question

Yahoo group: Flying_Hams
Date: 2006-04-20 14:38:51 UTC
From: Daniel
Topic: 312 Message: 312

Hi Everyone,

Thanks everyone for your support of this group. It's the time of the year to get out and do some flying and that's what I've been doing. It's amazing, flying in IN in the winter (when you can) is awesome, the plane performs oh so much better, but everyone seems to love bumping around in the thermals in the Spring and Summer the most around here, lol. I hope everyone is doing well and having a great spring! There's gotta be some people with Flying/Ham radio questions out there, this board's been awfully quiet,lol. Of course, I know...lots to do outside in the Spring.

Let me pose a question, anyone attempted to use HF in a Cessna 172 or other that they were renting, in other words...no permanent fixtures??

Daniel

313. Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-20 15:24:35 UTC
From: w323532
Topic: 308 Message: 313

--- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
>
> Can we try using 40 meter for the flying ham net?
>
> There are a lot of flying hams on the west coast that might
participate.
> I am willing to call the net on thursday or saturday evenings.
>
> How about after 6PM PST (0100-0200Z)?
>
> We could also try using echolink. Some of the QRPers are using
echolink for a net on the weekends.
>
> Steve
>
>
> Mark@... wrote:
>
>
> Fellow Hams / Aviators,
>
> As it appears there is not a lot of interest in the HF net, I can't
> really justify taking time off work to run home and run the net.
Perhaps
> if I was more centrally located and could reach more stations it
might
> have worked out better. If anyone else would like to pick it up,
please
> feel free. The script is in the files section and there is really
> nothing to it.
>
> 73,
>
> Mark N6EA

Hello Mark. What freq were you thinking of on 40m. I am in
Hollister, Ca. and 40 might work for me in the early evenings.
Thanks, Jim, WA5CUY
>
>
> --
> No virus found in this outgoing message.
> Checked by AVG Free Edition.

> Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date:
4/18/2006
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> Yahoo! Groups Links
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> ---
> Celebrate Earth Day everyday! Discover 10 things you can do to
help slow climate change. Yahoo! Earth Day
>

314. RE: [Flying_Hams] Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-20 16:02:42 UTC
From: STEVE SCOGGINS
Topic: 308 Message: 314

Hello Mark

I propose we start a 40 meter HF Flying Hams net next week,
on Thursday April 27th at 7.245 at 0100Z.

I am not able to start the 40 meter net this evening.

Perhaps several of you can monitor the 7.245 Mhz tonight
between 0100Z and 0200Z to make sure it is clear of other HF nets.

Steve

Mark@... wrote:
Steve,

I would encourage you to try any schedule that we could get more people involved in. Let me know and I'll certainly check in with you.

73,

Mark N6EA

From: STEVE SCOGGINS [mailto:ke7rr@...]
Sent: Wednesday, April 19, 2006 3:39 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Net schedule

Hello Mark

Can we try using 40 meter for the flying ham net?

There are a lot of flying hams on the west coast that might participate.
I am willing to call the net on thursday or saturday evenings.

How about after 6PM PST (0100-0200Z)?

We could also try using echolink. Some of the QRPers are using echolink for a net on the weekends.

Steve

Mark@... wrote:

Fellow Hams / Aviators,

As it appears there is not a lot of interest in the HF net, I can't
really justify taking time off work to run home and run the net. Perhaps
if I was more centrally located and could reach more stations it might

have worked out better. If anyone else would like to pick it up, please
feel free. The script is in the files section and there is really
nothing to it.

73,

Mark N6EA

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Yahoo! Groups Links

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--
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YAHOO! GROUPS LINKS

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To unsubscribe from this group, send an email to:
Flying_Hams-unsubscribe@yahoogroups.com

Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date: 4/18/2006

Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+ countries) for
2?/min or less.

315. Re: [Flying_Hams] Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-20 16:12:58 UTC
From: Clyde Murray
Topic: 308 Message: 315

w323532 <jwilson@...> wrote: --- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
>
> Can we try using 40 meter for the flying ham net?
>
> There are a lot of flying hams on the west coast.....

First of all excellent job on the net to date. I also found it a bit difficult to find time in the middle of the afternoon out here on the west coast. Maybe evening would be better..... and 40 meters sounds fine. As for HF in a 172, not me but have tried HF in my Starduster too with very limited success. I ran a piece of ADF copper wire from the right wing tip to the tail and then through an insulator to the back of the turtle deck. Again ending in an insulator. Inside the turtle deck I ran a very short piece of coax to a tuner then to an old Salisbury 15 watt 60meter radio. It did work on the ground but only had so-so results in the air. I got frustrated and pulled the wire off the wing and tried running speaker wire inside the leading edge and tried an end fed dipole. So far this is as far as I have gotten. If any one has any suggestions I'm open.

Regards
Clyde VE7SVC

Celebrate Earth Day everyday! Discover 10 things you can do to help slow climate change.
Yahoo! Earth Day

316. ok on the net

Yahoo group: Flying_Hams
Date: 2006-04-20 23:46:14 UTC
From: John
Topic: 316 Message: 316

I will give it a try.. 7.245 .... 40 mtrs is probably our best bet for hf these days... at least until the bands open maybe early next year..can we include the techs by hooking them to echo link on someones rptr to hf??????????????????????????????/ John

317. Human-buttons

Yahoo group: Flying_Hams
Date: 2006-04-24 09:22:08 UTC
From: lvr2@un.unhcr.biz
Topic: 317 Message: 317

This campaign is about Human beings, Democracy, UNHCR, Refugees, The Iraqis, Islam, Kurds, Human rights, Respect, Money, Donations, Angelina Jolie, Pavarotti, Giorgio Armani, Donors, Peace, History, Campaigns and about you if you care about these words.

Hi there,

I am SAM, an Iraqi refugee living in Lebanon at the moment; I have spent the last 10 years of my life as a refugee registered with the UNHCR in Beirut. The last 4 years, I have spent as an activist for peace and human rights (especially refugees and asylum seekers) on the Internet; I'm also books author and ebooks publisher. I have launched many campaigns to improve our situation as refugees in Lebanon and hopefully bring more understanding to our problems worldwide. I helped make many changes and improvements at the UNHCR office in Beirut; I used the Internet as the field for my activities (you can read more about that in my free ebook 'MY CAMPAIGNS'). All my ebooks are free and could be download from my sites.

This is my newest campaign, it's about the illegal and humiliating actions of the UNHCR, who using photos of refugees as banners and human-buttons to collect money. This is an abuse of the dignity and humanity of the refugees and must stop immediately and a clear public apology present by The United Nations High Commissioner for Refugees. My friends, I am talking about the pictures you can see here:
http://lebanon.worldbreak.com/human-buttons.htm

Also you can read my new campaign 'Urgent, we need smile' here:
http://unhcrlebanon.orgfree.com/email_me.htm

For more info about UNHCR and life of refugees you can read my free ebooks. I invite you as fellow humans and members of the world community to support my campaign by reading my article on my site and see the human-buttons. The campaign is to support and improve the UNHCR http://www.unhcr.org especially after the last scandals in the UN and UNHCR, just for example: http://www.mizzima.com/archives/news-in-2005/news-in-april/12-April05-22.htm

"We make demonstration and fast because the UNHCR office in Cairo did nothing for our problem..." http://news.bbc.co.uk/2/hi/africa/4440730.stm

Together we will build better world.

You could reach me fast via this form: http://xthost.info/unhcrlebanon/email_me.htm
and if you like to know more about me, you can google for my name 'osam altaee'.

Thanks
THE TRUTH WARRIOR
http://unhcrlebanon.kogaryu.com
http://www.unhcr.us

318. Re: [Flying_Hams] Human-buttons

Yahoo group: Flying_Hams
Date: 2006-04-24 09:44:04 UTC
From: David Shrum
Topic: 317 Message: 318

In another group I am a moderator of I banned them, just like this group, that isn't what this group is about.
Dave N8PU

lvr2@... wrote:
> This campaign is about Human beings,
>

319. Re: Human-buttons

Yahoo group: Flying_Hams
Date: 2006-04-26 00:03:23 UTC
From: ccpixton
Topic: 317 Message: 319

I strongly agree with Dave N8PU, there is no place for this type of message on this forum - I would hope that the moderators would delete it.

Chris KC9EIZ

--- In Flying_Hams@yahoogroups.com, lvr2@... wrote:
>

320. Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-27 01:14:00 UTC
From: ke7rr
Topic: 308 Message: 320

Hello Everyone

I gave a call for flying ham net checkins on 7.245
at about 1:08 Zulu.

I will try again tonight at 01:30Z and 02:00Z

Thanks Steve

--- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
>
> I propose we start a 40 meter HF Flying Hams net next week,
> on Thursday April 27th at 7.245 at 0100Z.
>
> I am not able to start the 40 meter net this evening.
>
> Perhaps several of you can monitor the 7.245 Mhz tonight
> between 0100Z and 0200Z to make sure it is clear of other HF nets.
>
> Steve
>
>
> Mark@... wrote:
> Steve,
>
> I would encourage you to try any schedule that we could get more
people involved in. Let me know and I'll certainly check in with you.
>
> 73,
>
> Mark N6EA
>
>
> ---------------------------------
> From: STEVE SCOGGINS [mailto:ke7rr@...]
> Sent: Wednesday, April 19, 2006 3:39 PM
> To: Flying_Hams@yahoogroups.com
> Subject: Re: [Flying_Hams] Net schedule
>
>
>
> Hello Mark
>
> Can we try using 40 meter for the flying ham net?

>
> There are a lot of flying hams on the west coast that might
participate.
> I am willing to call the net on thursday or saturday evenings.
>
> How about after 6PM PST (0100-0200Z)?
>
> We could also try using echolink. Some of the QRPers are using
echolink for a net on the weekends.
>
> Steve
>
>
> Mark@... wrote:
>
>
> Fellow Hams / Aviators,
>
> As it appears there is not a lot of interest in the HF net, I can't
> really justify taking time off work to run home and run the net.
Perhaps
> if I was more centrally located and could reach more stations it
might
> have worked out better. If anyone else would like to pick it up,
please
> feel free. The script is in the files section and there is really
> nothing to it.
>
> 73,
>
> Mark N6EA
>
>
> --
> No virus found in this outgoing message.
> Checked by AVG Free Edition.
> Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date:
4/18/2006
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> Yahoo! Groups Links
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>
> ---------------------------------
> Celebrate Earth Day everyday! Discover 10 things you can do to
help slow climate change. Yahoo! Earth Day
> --
> No virus found in this incoming message.
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> Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date:
4/18/2006
>
>
>
> SPONSORED LINKS
> Craft hobby Hobby and craft supply Ham radio
>
> ---------------------------------
> YAHOO! GROUPS LINKS
>
>
> Visit your group "Flying_Hams" on the web.
>
> To unsubscribe from this group, send an email to:
> Flying_Hams-unsubscribe@yahoogroups.com
>
> Your use of Yahoo! Groups is subject to the Yahoo! Terms of
Service.
>
>
> ---------------------------------
>
>
>
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4/18/2006
>
>
>
>
> ---------------------------------
> Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and
30+ countries) for 2¢/min or less.
>

321. Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-04-27 01:31:02 UTC
From: ke7rr
Topic: 308 Message: 321

Hello Everyone

For tonight at 01:30Z and 2:00Z
I will be using 7.248 Mhz for calling the Flying Ham Net
due to other stations on 7.245

Thanks Steve KE7RR

--- In Flying_Hams@yahoogroups.com, "ke7rr" <ke7rr@...> wrote:
>
> Hello Everyone
>
> I gave a call for flying ham net checkins on 7.245
> at about 1:08 Zulu.
>
> I will try again tonight at 01:30Z and 02:00Z
>
> Thanks Steve
>
> --- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@> wrote:
> >
> > Hello Mark
> >
> > I propose we start a 40 meter HF Flying Hams net next week,
> > on Thursday April 27th at 7.245 at 0100Z.
> >
> > I am not able to start the 40 meter net this evening.
> >
> > Perhaps several of you can monitor the 7.245 Mhz tonight
> > between 0100Z and 0200Z to make sure it is clear of other HF
nets.
> >
> > Steve
> >
> >
> > Mark@ wrote:
> > Steve,
> >
> > I would encourage you to try any schedule that we could get
more
> people involved in. Let me know and I'll certainly check in with
you.
> >
> > 73,
> >
> > Mark N6EA

> >
> >
> > ---------------------------------
> > From: STEVE SCOGGINS [mailto:ke7rr@]
> > Sent: Wednesday, April 19, 2006 3:39 PM
> > To: Flying_Hams@yahoogroups.com
> > Subject: Re: [Flying_Hams] Net schedule
> >
> >
> >
> > Hello Mark
> >
> > Can we try using 40 meter for the flying ham net?
> >
> > There are a lot of flying hams on the west coast that might
> participate.
> > I am willing to call the net on thursday or saturday evenings.
> >
> > How about after 6PM PST (0100-0200Z)?
> >
> > We could also try using echolink. Some of the QRPers are using
> echolink for a net on the weekends.
> >
> > Steve
> >
> >
> > Mark@ wrote:
> >
> >
> > Fellow Hams / Aviators,
> >
> > As it appears there is not a lot of interest in the HF net, I
can't
> > really justify taking time off work to run home and run the net.
> Perhaps
> > if I was more centrally located and could reach more stations it
> might
> > have worked out better. If anyone else would like to pick it up,
> please
> > feel free. The script is in the files section and there is really
> > nothing to it.
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> 4/18/2006
> >
> >
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> >
> > Yahoo! Groups Links
> >
> >
> >
> >
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> >
> >
> >
> > ---
> > Celebrate Earth Day everyday! Discover 10 things you can do to
> help slow climate change. Yahoo! Earth Day
> > --
> > No virus found in this incoming message.
> > Checked by AVG Free Edition.
> > Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date:
> 4/18/2006
> >
> >
> >
> > SPONSORED LINKS
> > Craft hobby Hobby and craft supply Ham radio
> >
> > ---
> > YAHOO! GROUPS LINKS
> >
> >
> > Visit your group "Flying_Hams" on the web.
> >
> > To unsubscribe from this group, send an email to:
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> Service.
> >
> >
> > ---
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> >
> >
> > --
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> > Version: 7.1.385 / Virus Database: 268.4.4/318 - Release Date:
> 4/18/2006
> >
> >
> >
> >
> > ---------------------------------
> > Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US
(and
> 30+ countries) for 2¢/min or less.
> >
>

322. Re: Human-buttons

Yahoo group: Flying_Hams
Date: 2006-04-30 19:52:01 UTC
From: Daniel
Topic: 317 Message: 322

Ok Guys,
They're now banned.
If something like this starts happening more frequently, I will
start pre-approving memberships.

73,
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, "ccpixton" <ccpixton@...> wrote:
>
> I strongly agree with Dave N8PU, there is no place for this type
of
> message on this forum - I would hope that the moderators would
delete it.
>
> Chris KC9EIZ
>
> --- In Flying_Hams@yahoogroups.com, lvr2@ wrote:
> >
>

323. HF net??

Yahoo group: Flying_Hams
Date: 2006-04-30 19:53:33 UTC
From: Daniel
Topic: 323 Message: 323

Hi Everyone,

How's the HF net going?? I hope everyone is enjoying it. Let's get some posts on here. Hope everyone's having a GREAT Spring!

Daniel N9WX

324. Flying Hams Logo!!!???

Yahoo group: Flying_Hams
Date: 2006-04-30 20:00:04 UTC
From: Daniel
Topic: 324 Message: 324

Hi Everone,

Been thinking it might be kinda cool to have a Logo! So, all you guys that love to draw, start drawing. Make a logo then post it in the Files section or pics and let us all know when you do, so we can look at it. I'm working on one now myself...sorta, lol. So, what we'll do is maybe take a Month we'll vote on which one we like the most and keep it. It's your chance to go down in history as the person who designed our logo!

Come one come all...show off your drawing/designing "skeeeels" ;-)

73,
Daniel WX

325. Re: [Flying_Hams] Re: Human-buttons

Yahoo group: Flying_Hams
Date: 2006-04-30 20:17:23 UTC
From: James
Topic: 317 Message: 325

Unfortunately you may as well start doing just that, Yahoo Groups are notorious for spammers, this is not the only list I have seen this same spam on.

KB7TBT
http://www.kb7tbt.com
DM33

Google: What Starts In Beta Stays In Beta!

----- Original Message -----
From: Daniel
To: Flying_Hams@yahoogroups.com
Sent: Sunday, April 30, 2006 12:52 PM
Subject: [Flying_Hams] Re: Human-buttons

Ok Guys,
They're now banned.
If something like this starts happening more frequently, I will
start pre-approving memberships.

73,
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, "ccpixton" <ccpixton@...> wrote:
>
> I strongly agree with Dave N8PU, there is no place for this type
of
> message on this forum - I would hope that the moderators would
delete it.
>
> Chris KC9EIZ
>
> --- In Flying_Hams@yahoogroups.com, lvr2@ wrote:
> >
>

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c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

---

326. Net

Yahoo group: Flying_Hams
Date: 2006-05-02 14:33:55 UTC
From: wd9ezk
Topic: 204 Message: 326

Can someone tell me when the net is running? With all the changes I have lost track of the frequencies and times.

327. WA2JXI APRS Aeronautical Mobile

Yahoo group: Flying_Hams
Date: 2006-05-06 03:47:39 UTC
From: Ed Granato
Topic: 327 Message: 327

I just completetd a trip ffrom 7FL6 to KHPN and had a great time.

328. Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-05-10 20:27:40 UTC
From: Daniel
Topic: 328 Message: 328

Hi Everyone,

Boy the list has been quiet, everyone out doing yard work?? How about all of you out flying? Lets hear about your adventures. I've been instructing and flying a King Air alot lately. Been to WV, OH, and going to Arkansas next week. I hope to get my ft-100d installed in my car soon....but trying to decide on a dencent (and relatively small) antenna to put on my Neon, any suggestions??

Thanks,
Daniel N9WX

329. Upper Sideband HF only Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-05-11 02:19:55 UTC
From: expeditionradio
Topic: 308 Message: 329

Hi Steve,

Keep in mind that if you want Aeronautical Mobile stations to check in to the net, you should do the net on Upper Sideband. In many planes with HF radios, USB is the only mode available. Many commercial and mil radios only have USB. We have an HFpack Net and an ALE net on 7296 USB for that reason.

73---Bonnie KQ6XA

--- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
>
> I propose we start a 40 meter HF Flying Hams net next week,
> on Thursday April 27th at 7.245 at 0100Z.
>
> I am not able to start the 40 meter net this evening.
>
> Perhaps several of you can monitor the 7.245 Mhz tonight
> between 0100Z and 0200Z to make sure it is clear of other HF nets.
>
> Steve
>

330. Re: [Flying_Hams] Upper Sideband HF only Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-05-11 03:24:04 UTC
From: STEVE SCOGGINS
Topic: 308 Message: 330

Hello Bonnie

I was not aware of the USB only issue with aircraft HF radios.
We certainly want to make the NET available to air mobile stations.
Do you want to propose a new net freq and time for next week?

Steve

expeditionradio <expeditionradio@...> wrote:
Hi Steve,

Keep in mind that if you want Aeronautical Mobile stations to check in
to the net, you should do the net on Upper Sideband. In many planes
with HF radios, USB is the only mode available. Many commercial and
mil radios only have USB. We have an HFpack Net and an ALE net on 7296
USB for that reason.

73---Bonnie KQ6XA

--- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
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> I propose we start a 40 meter HF Flying Hams net next week,
> on Thursday April 27th at 7.245 at 0100Z.
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> between 0100Z and 0200Z to make sure it is clear of other HF nets.
>
> Steve
>

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331. AOPA Fly In

Yahoo group: Flying_Hams
Date: 2006-05-11 13:58:09 UTC
From: David Harris
Topic: 331 Message: 331

I am presently studying for the written Private Pilot exam and have about 70 hours dual airtime. I was wondering if anyone from the New York/Connecticut area was planning on attending the AOPA Fly in on June 3rd in Maryland.

I saw it in the magazine "Flight Training" and it sounds very interesting and educational especially for students, so I thought I'd see if I could hitch a ride.

If you are looking for a right seat, please email me offline
Of course I would be willing to split the cost of fuel.

www.aopa.org/fly-in

P.S. I would prefer an instrument rated pilot

73's

David
WB1BPV

Yahoo! Mail goes everywhere you do. Get it on your phone.

332. Re: [Flying_Hams] Upper Sideband HF only Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-05-12 01:40:41 UTC
From: Robert Wexelbaum
Topic: 308 Message: 332

I have never seen any Collins-Rockwell HF aeronautical transceivers that could not be switched to both LSB and USB. I dunno about other brands.

Bob w2ilp
----- Original Message -----
From: STEVE SCOGGINS
To: Flying_Hams@yahoogroups.com
Sent: Wednesday, May 10, 2006 11:24 PM
Subject: Re: [Flying_Hams] Upper Sideband HF only Re: Net schedule

Hello Bonnie

I was not aware of the USB only issue with aircraft HF radios.
We certainly want to make the NET available to air mobile stations.
Do you want to propose a new net freq and time for next week?

Steve

expeditionradio <expeditionradio@...> wrote:
Hi Steve,

Keep in mind that if you want Aeronautical Mobile stations to check in
to the net, you should do the net on Upper Sideband. In many planes
with HF radios, USB is the only mode available. Many commercial and
mil radios only have USB. We have an HFpack Net and an ALE net on 7296
USB for that reason.

73---Bonnie KQ6XA

--- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@...> wrote:
>
> Hello Mark
>
> I propose we start a 40 meter HF Flying Hams net next week,
> on Thursday April 27th at 7.245 at 0100Z.
>
> I am not able to start the 40 meter net this evening.
>
> Perhaps several of you can monitor the 7.245 Mhz tonight
> between 0100Z and 0200Z to make sure it is clear of other HF nets.
>
> Steve
>

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c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms of Service.

---

333. All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-14 22:31:37 UTC
From: Nik Read
Topic: 333 Message: 333

Hi All,

I thought as it was quiet I would ask If there were any members of the group who are active on echolink ?.. This is mainly so I and others in Europe could chat to You guy's in the USA and Canada.. Whilst 20m was just possible, the move to 40m is no good here sadly !!..

I am not a current pilot Myself but held a gliding license for many years and hopefully will be taking it up again soon. I was a avionics engineer by trade and currently work at a Museum in the UK. Some of You might know of the Vickers Vimy replica that Flew across the Atlantic last Year well I am part of the team that looks after the aircraft now she is over here and was working on her last week preparing her to fly again. Sadly as We here in the UK are not allowed to go Aeronautical mobile there is no chance of working her in the air !!..

Hopefully catch some of You soon on echolink (please note not my favourite mode by far)..

Regards to all, and Happy Flying..

Nik
M5DND

--
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Checked by AVG Free Edition.
Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

334. Upper Sideband HF only Re: Net schedule

Yahoo group: Flying_Hams
Date: 2006-05-15 15:11:44 UTC
From: Ken Brown
Topic: 308 Message: 334

My '76 Cardinal's POH has a couple pages on the HF radio Cessna offered as an option. It clearly in the photo has AM, TEL, USB and LSB positions on the mode switch. However, the text states that LSB is illegal for use in the USA, Canada and other countries. That may be the origin of the USB-only info.

73, ---Ken APRS W2KB-7 N16019

--- In Flying_Hams@yahoogroups.com, Robert Wexelbaum <w2ilp@...> wrote:
>
> I have never seen any Collins-Rockwell HF aeronautical transceivers that could not be switched to both LSB and USB. I dunno about other brands.
>
> Bob w2ilp
> ----- Original Message -----
> From: STEVE SCOGGINS
> To: Flying_Hams@yahoogroups.com
> Sent: Wednesday, May 10, 2006 11:24 PM
> Subject: Re: [Flying_Hams] Upper Sideband HF only Re: Net schedule
>
>
> Hello Bonnie
>
> I was not aware of the USB only issue with aircraft HF radios.
> We certainly want to make the NET available to air mobile stations.
> Do you want to propose a new net freq and time for next week?
>
> Steve
>
> expeditionradio <expeditionradio@...> wrote:
> Hi Steve,
>
> Keep in mind that if you want Aeronautical Mobile stations to check in
> to the net, you should do the net on Upper Sideband. In many planes
> with HF radios, USB is the only mode available. Many commercial and
> mil radios only have USB. We have an HFpack Net and an ALE net on 7296
> USB for that reason.

>
> 73---Bonnie KQ6XA
>
> --- In Flying_Hams@yahoogroups.com, STEVE SCOGGINS <ke7rr@>
wrote:
> >
> > Hello Mark
> >
> > I propose we start a 40 meter HF Flying Hams net next
week,
> > on Thursday April 27th at 7.245 at 0100Z.
> >
> > I am not able to start the 40 meter net this evening.
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> > Perhaps several of you can monitor the 7.245 Mhz tonight
> > between 0100Z and 0200Z to make sure it is clear of other
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> > Steve
> >
>
>
>
>
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>
>
> ---

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>
> ---

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>
> c.. Your use of Yahoo! Groups is subject to the Yahoo! Terms
of Service.
>
>
> ---

>

335. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-15 15:41:26 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 335

Hello Nik

I think trying Echolink is a good idea.
For test purposes I have setup an Echolink Node and Conference.
You can go ahead and try to connect to it.

I will be monitoring connections to this node
this evening after 0100 Zulu time this evening.

Node 155328
Node Name Flying_Hams

Why don't you propose a time in Zulu and we will give it a try.
Late evening would work for me which would be early morning in England.

Steve (KE7RR)

Nik Read <g7dnd.nread@...> wrote:
Hi All,

I thought as it was quiet I would ask If there were any members of the group who are active on echolink ?.. This is mainly so I and others in Europe could chat to You guy's in the USA and Canada.. Whilst 20m was just possible, the move to 40m is no good here sadly !!..

I am not a current pilot Myself but held a gliding license for many years and hopefully will be taking it up again soon. I was a avionics engineer by trade and currently work at a Museum in the UK. Some of You might know of the Vickers Vimy replica that Flew across the Atlantic last Year well I am part of the team that looks after the aircraft now she is over here and was working on her last week preparing her to fly again. Sadly as We here in the UK are not allowed to go Aeronautical mobile there is no chance of working her in the air !!..

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Regards to all, and Happy Flying..

Nik
M5DND

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336. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-15 23:01:05 UTC
From: Ray Albarelli
Topic: 333 Message: 336

I too installed Echolink, took a hell of a time to get it to work. Seems my router blocks the ports that Echolink uses.

I have a question about it, am I linking up to just one user? Or a repeater?

STEVE SCOGGINS <ke7rr@...> wrote: Hello Nik

I think trying Echolink is a good idea.
For test purposes I have setup an Echolink Node and Conference.
You can go ahead and try to connect to it.

I will be monitoring connections to this node
this evening after 0100 Zulu time this evening.

Node 155328
Node Name Flying_Hams

Why don't you propose a time in Zulu and we will give it a try.
Late evening would work for me which would be early morning in England.

Steve (KE7RR)

Nik Read <g7dnd.nread@...> wrote:
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Regards to all, and Happy Flying..

Nik
M5DND

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337. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-15 23:15:07 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 337

Hello Ray

I setup my node as a user with a conference defined called Flying_Hams.
You can contact me directly via ke7rr@... if you need further assistance with the ports.

Steve

Ray Albarelli <roadsideray@...> wrote:
I too installed Echolink, took a hell of a time to get it to work. Seems my router blocks the ports that Echolink uses.

I have a question about it, am I linking up to just one user? Or a repeater?

STEVE SCOGGINS <ke7rr@...> wrote: Hello Nik

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I will be monitoring connections to this node
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Node 155328
Node Name Flying_Hams

Why don't you propose a time in Zulu and we will give it a try.
Late evening would work for me which would be early morning in England.

Steve (KE7RR)

Nik Read <g7dnd.nread@...> wrote:
Hi All,

I thought as it was quiet I would ask If there were any members of the group who are active on echolink ?.. This is mainly so I and others in Europe could chat to You guy's in the USA and Canada.. Whilst 20m was just possible, the move to 40m is no good here sadly !!..

I am not a current pilot Myself but held a gliding license for many years and hopefully will be taking it up again soon. I was a avionics engineer by trade and currently work at a Museum in the UK. Some of You might know of the Vickers Vimy replica that Flew across the Atlantic last Year well I am part of the team that looks after the aircraft now she is over here and was working on her last week preparing her to fly again. Sadly as We here in the UK are not allowed to go Aeronautical mobile there is no chance of working her in the air !!..

Hopefully catch some of You soon on echolink (please note not my favourite mode by far)..

Regards to all, and Happy Flying..

Nik
M5DND

--
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

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338. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-15 23:31:36 UTC
From: Nik Read
Topic: 333 Message: 338

OK Steve,

Sorry but wont be on at 01:00z as that is 02:00 local here and I have an
early start this morning!!..
We will try to think of a more convenient time for both (all) of us ..
Connection works fine by the way !!..

Good luck Ray, hope You can get it working ..

Regards,
Nik M5DND

--
No virus found in this outgoing message.
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

339. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-15 23:49:32 UTC
From: Nik Read
Topic: 333 Message: 339

Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

340. Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-16 01:53:02 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 340

Hello Everyone

I am currently monitoring the Echolink node 155328
Conference name is Flying_Hams
I encourage you to try test connections this evening.

If you need help setting up your firewall or your Echolink software send me an email message requesting help.

If you need to download the Echolink software you can get it from the Echolink website. Verification of your ham callsign is requred.

http://www.echolink.org

Walmart has inexpensive Logitech headsets that work great for Echolink.
This headset has a mic switch for mute and a headset volumn control.

Thanks Steve

Nik Read <g7dnd.nread@...> wrote:
Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

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Talk is cheap. Use Yahoo! Messenger to make PC-to-Phone calls. Great rates starting at 1¢/min.

341. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-16 02:40:34 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 341

Hello Nik

Perhaps, we could try it around my lunch time 12:30-1:00pm
So this would be around 19:30-20:00 Zulu.

Steve

Nik Read <g7dnd.nread@...> wrote:

OK Steve,

Sorry but wont be on at 01:00z as that is 02:00 local here and I have an
early start this morning!!..
We will try to think of a more convenient time for both (all) of us ..
Connection works fine by the way !!..

Good luck Ray, hope You can get it working ..

Regards,
Nik M5DND

--
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YAHOO! GROUPS LINKS

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Flying_Hams-unsubscribe@yahoogroups.com

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New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

342. Re: [Flying_Hams] Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-16 03:40:19 UTC
From: Ray Albarelli
Topic: 333 Message: 342

I hear you, but I don't seem to be able to transmit.

STEVE SCOGGINS <ke7rr@...> wrote: Hello Everyone

I am currently monitoring the Echolink node 155328
Conference name is Flying_Hams
I encourage you to try test connections this evening.

If you need help setting up your firewall or your Echolink software send me an email message requesting help.

If you need to download the Echolink software you can get it from the Echolink website. Verification of your ham callsign is requred.

http://www.echolink.org

Walmart has inexpensive Logitech headsets that work great for Echolink.
This headset has a mic switch for mute and a headset volumn control.

Thanks Steve

Nik Read <g7dnd.nread@...> wrote:
Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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YAHOO! GROUPS LINKS

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Flying_Hams-unsubscribe@yahoogroups.com

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Blab-away for as little as 1?/min. Make PC-to-Phone Calls using Yahoo! Messenger with Voice.

343. Re: [Flying_Hams] Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-16 03:45:37 UTC
From: Ray Albarelli
Topic: 333 Message: 343

Well, I tried the spacebar as you instructed, but I'm not sure if I was able to tansmit. With the port issues I've been having with my router, maybe I can recieve but not send. I had to work (3rd shift), so I couldn' t try to get it to work, sorry I wasn't able to transmit!

STEVE SCOGGINS <ke7rr@...> wrote: Hello Everyone

I am currently monitoring the Echolink node 155328
Conference name is Flying_Hams
I encourage you to try test connections this evening.

If you need help setting up your firewall or your Echolink software send me an email message requesting help.

If you need to download the Echolink software you can get it from the Echolink website. Verification of your ham callsign is requred.

http://www.echolink.org

Walmart has inexpensive Logitech headsets that work great for Echolink.
This headset has a mic switch for mute and a headset volumn control.

Thanks Steve

Nik Read <g7dnd.nread@...> wrote:
Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

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YAHOO! GROUPS LINKS

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Flying_Hams-unsubscribe@yahoogroups.com

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344. Re: [Flying_Hams] Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-16 03:49:51 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 344

Hello Ray

I can hear scrambled audio from you.
I suspect your microphone settings are not correct.

You can try connecting to the ECHOTEST conference and getting your audio working.
Remember to hit the spacebar to Transmit then hit it again to stop transmitting.

What's the easiest way to test and adjust my audio? There is a special "echo" conference server, called *ECHOTEST*, to which you can connect to test your audio. Once connected, the server simply records anything you transmit and plays it back. This is a convenient way to verify that your transmitted audio is clean, and to adjust record and playback sound levels. You can connect by choosing "Connect to Test Server" from the Station menu. If you are connecting to EchoLink via an RF link, the node number for *ECHOTEST* is 9999.

Echolink Audio FAQ
http://www.echolink.org/faq_audio.htm

Soundcard Adjustment
http://www.echolink.org/el/Help/soundcard.htm

Audio Setup for Echolink
http://www.qsl.net/vk2jtp/audio.htm

Steve

Ray Albarelli <roadsideray@...> wrote:
I hear you, but I don't seem to be able to transmit.

STEVE SCOGGINS <ke7rr@...> wrote: Hello Everyone

I am currently monitoring the Echolink node 155328
Conference name is Flying_Hams
I encourage you to try test connections this evening.

If you need help setting up your firewall or your Echolink software send me an email message requesting help.

If you need to download the Echolink software you can get it from the Echolink website.
Verification of your ham callsign is requred.

http://www.echolink.org

Walmart has inexpensive Logitech headsets that work great for Echolink.
This headset has a mic switch for mute and a headset volumn control.

Thanks Steve

Nik Read <g7dnd.nread@...> wrote:
Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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Flying_Hams-unsubscribe@yahoogroups.com

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345. Re: [Flying_Hams] Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-16 04:40:57 UTC
From: Ray Albarelli
Topic: 333 Message: 345

Cool! Thanks for the info. I'm at work now, but as soon as I get home I'll try your suggestions.

STEVE SCOGGINS <ke7rr@...> wrote: Hello Ray

I can hear scrambled audio from you.
I suspect your microphone settings are not correct.

You can try connecting to the ECHOTEST conference and getting your audio working.
Remember to hit the spacebar to Transmit then hit it again to stop transmitting.

What's the easiest way to test and adjust my audio? There is a special "echo" conference server, called *ECHOTEST*, to which you can connect to test your audio. Once connected, the server simply records anything you transmit and plays it back. This is a convenient way to verify that your transmitted audio is clean, and to adjust record and playback sound levels. You can connect by choosing "Connect to Test Server" from the Station menu. If you are connecting to EchoLink via an RF link, the node number for *ECHOTEST* is 9999.

Echolink Audio FAQ
http://www.echolink.org/faq_audio.htm

Soundcard Adjustment
http://www.echolink.org/el/Help/soundcard.htm

Audio Setup for Echolink
http://www.qsl.net/vk2jtp/audio.htm

Steve

Ray Albarelli <roadsideray@...> wrote:
I hear you, but I don't seem to be able to transmit.

STEVE SCOGGINS <ke7rr@...> wrote: Hello Everyone

I am currently monitoring the Echolink node 155328
Conference name is Flying_Hams
I encourage you to try test connections this evening.

If you need help setting up your firewall or your Echolink software send me an email message requesting help.

If you need to download the Echolink software you can get it from the Echolink website.
Verification of your ham callsign is requred.

http://www.echolink.org

Walmart has inexpensive Logitech headsets that work great for Echolink.
This headset has a mic switch for mute and a headset volumn control.

Thanks Steve

Nik Read <g7dnd.nread@...> wrote:
Steve,

Have just spoken to Leonard KB1JQC through Your node so it work's!!!..

Hopefully catch You soon..

Nik M5DND

--
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346. Re: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-16 17:56:53 UTC
From: Nik Read
Topic: 333 Message: 346

Fine Steve,

Sorry wont be this evening/Afternoon though !!.. I have to go to My radio club Committee meeting so perhaps Wednesday I will call/listen for You at 19:30z + ..

Should be doing more work on the Vimy on Wednesday so could be fairly tired HIHI..

Regard's
Nik
M5DND

-------Original Message-------

From: STEVE SCOGGINS
Date: 05/16/06 03:40:38
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] All quiet out there !!

Hello Nik

Perhaps, we could try it around my lunch time 12:30-1:00pm
So this would be around 19:30-20:00 Zulu.

Steve

--
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Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

347. RE: [Flying_Hams] All quiet out there !!

Yahoo group: Flying_Hams
Date: 2006-05-16 18:31:14 UTC
From: Mark@n6ea.com
Topic: 333 Message: 347

I got in there and had a short echolink QSO with Steve last night.

Thanks Steve, it's working great.

73,

Mark N6EA

348. Re: Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-17 02:14:59 UTC
From: ke7rr
Topic: 333 Message: 348

Hello Everyone

Several of you have connected to the Flying_Hams Echolink conference node over the last 24 hours.

I have had live conference discussions with several of you.

This evening I will be monitoring the node from 02:15 Zulu up until about 04:00 Zulu for those of you that want to connect and talk to a live person.

Echolink Node 155328
Conference Name Flying_Hams

After everyone gets Echolink working, we can move forward and schedule a real conference on Saturday morning. Daniel let me know if you have an HF net time scheduled so we don't have a conflict.

If you have a requested schedule time let me know.

Steve

349. Re: Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-17 21:15:43 UTC
From: Nik Read
Topic: 333 Message: 349

Hi All,

If anyone is interested I will be on echolink from 2200z Wednesday 17th May
I would welcombe a chat !!..

Steve, Saw Your node was OFF today so could not call You during Your lunch
break, Possibly try again tommorow..

Regards,
Nik M5DND

--
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Checked by AVG Free Edition.
Version: 7.1.392 / Virus Database: 268.5.6/338 - Release Date: 12/05/06

350. Re: [Flying_Hams] Re: Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-17 21:57:28 UTC
From: STEVE SCOGGINS
Topic: 333 Message: 350

Hello Nik

Sorry I missed you at lunchtime.

How about scheduling our first Fly_Hame echolink meeting on Saturday at 1600 Zulu?
This should be Saturday afternoon for you in England.

Perhaps you could tell stories about our restoration of the Vimy airplane.
I am including a web page for the Vimy for those that have never seen one.
http://www.vimy.org/

Steve

Nik Read <g7dnd.nread@...> wrote:

Hi All,

If anyone is interested I will be on echolink from 2200z Wednesday 17th May
I would welcombe a chat !!..

Steve, Saw Your node was OFF today so could not call You during Your lunch
break, Possibly try again tommorow..

Regards,
Nik M5DND

--
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351. Re: [Flying_Hams] Re: Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-17 22:07:25 UTC
From: Nik Read
Topic: 333 Message: 351

Steve,

Should be OK here on Saturday at 1600z, Sounds a good idea!!..

That website You listed is about the Vimy that I am helping to look after
so plenty of stories (true!) from this way!!..

Cheer's to all..

Nik
M5DND

--
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Checked by AVG Free Edition.
Version: 7.1.392 / Virus Database: 268.6.0/342 - Release Date: 17/05/06

352. AOPA Fly in

Yahoo group: Flying_Hams
Date: 2006-05-27 01:38:20 UTC
From: David Harris
Topic: 352 Message: 352

I am presently studying for the written Private Pilot exam and have about 70 hours dual airtime. I was wondering if anyone from the New York/Connecticut area was planning on attending the AOPA Fly in on June 3rd in Maryland.

I saw it in the magazine "Flight Training" and it sounds very interesting and educational especially for students, so I thought I'd see if I could hitch a ride.

If you are looking for a right seat, please email me offline
Of course I would be willing to split the cost of fuel.

www.aopa.org/fly-in

P.S. I would prefer an instrument rated pilot

73's

David
WB1BPV

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353. Re: Echolink Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-05-27 16:07:38 UTC
From: Nik Read
Topic: 333 Message: 353

Hi All,

I am monitoring ECHOLINK at this time 1600z if anyone is around, up to 1700z
if no one appears..

Still would like to use radio but to much QRM at my QTH !!

Cheer's

Nik M5DND

www.vimy.org
www.brooklandsmuseum.com
www.roe1project.org.uk

--
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Checked by AVG Free Edition.
Version: 7.1.392 / Virus Database: 268.7.0/345 - Release Date: 22/05/06

354. Re: [Flying_Hams] Digest Number 51

Yahoo group: Flying_Hams
Date: 2006-05-28 04:04:10 UTC
From: mike10ec@aol.com
Topic: 354 Message: 354

I will be at the AOPA Fly - In. I am KB4FLY and will be driving up from Sterling VA. I will be at the Aviation Adventures Display on the 'flight line' with a G1000 equipped Cessna 172.

Feel free to stop by and say hello.

Mike

356. Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-05-28 14:19:47 UTC
From: Daniel
Topic: 356 Message: 356

Hi Everyone,

Been awhile since I've posted. I hope all is well with everyone, and everyone's doing alot of flying. Summer's here in IN and it's HOT this weekend. I love it! Well, I got a new (to me) FT-100D and it's going in the car. Hopefully, it will be in in a few weeks with a mini shark 20m and 40m stick. I've been doing quite a bit of flying, but I wouldnt complain about some more :-) How's the meetings on Echolink going? I'm not sure about the HF net, but if it's not going, I may try to get invloved once the mobile's installed. I wont have a HUGE sig, but some is better than none.

You know, if I had my own plane I'd figure out a way to put this 100d in there, lol! I've been trying to figure out a way to put it in the plane I instruct in without being real obtrusive, but I dont think there is a way! I should just ask them to install a permanent HF antenna on the thing, LOL.

By the way,I just removed the member who put the "very inappropriate" post a few messages back. If we keep getting spammed I will have to start approving members. I do apologize for that one sneaking through.

Thanks for your support!

73,
Daniel N9WX

357. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-05-28 14:50:27 UTC
From: Nik Read
Topic: 356 Message: 357

Hi Daniel, and everyone else!

Glad to know Your wx is good, been seeing some great thunderstorm pics on the news from the USA.. If You get rain please send it over here as where I live in the south east of England, we are under what is called a "Drought order" as we have had very little rain over 15 Months.

As for the HF net and the Echolink net, Well I can's comment on the HF one as the 40m Net is to late over here but the Echolink net was started last week by Steve KE7RR, Ken NL7SP, and Me but Yesterday I was on My own!!.. Now Echolink is not, by a long way, My preferred mode of communication as I am a RADIO Amateur so would prefer to use radio but with conditions not being so good at this time from here to you guys on the Western side on North America for me, Echolink has it's role.

It might be time to start a European HF Net but there does not seem to be many members of the group from Europe around (?) ..

I have tried calling You, Daniel, on the KB9KRI repeater via Echolink to no avail so hopefully one day.....

Happy Flying all..

Regards
Nik
M5DND

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.392 / Virus Database: 268.7.0/345 - Release Date: 22/05/06

358. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-05-28 14:59:00 UTC
From: Ray Albarelli
Topic: 356 Message: 358

I can do a little better than pictures, I have some crappy video taken with my cell phone from the storm we had the other night. They are posted on my blog along with the Jefferson County Dispatch to all Fire/EMS about the NWS reports. I also have the original NWS report for our area.

http://albarelli.blogspot.com/2006/05/severe-weather-statement.html

Ray
KC9JBM

Nik Read <g7dnd.nread@...> wrote: Hi Daniel, and everyone else!

Glad to know Your wx is good, been seeing some great thunderstorm pics on the news from the USA.. If You get rain please send it over here as where I live in the south east of England, we are under what is called a "Drought order" as we have had very little rain over 15 Months.

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Happy Flying all..

Regards
Nik
M5DND

--
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Sneak preview the all-new Yahoo.com. It's not radically different. Just radically better.

360. Re: Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-05-30 16:26:59 UTC
From: Daniel
Topic: 356 Message: 360

Hi Nik,

Sorry I missed you on the repeater. I've been at the airport alot! If you'd like a sked, I'd be glad to try and meet you on there sometime. Good flying and Hamming!

Daniel

364. Liberty Belle is coming to DWH

Yahoo group: Flying_Hams
Date: 2006-06-02 02:23:59 UTC
From: Bill Buoy
Topic: 364 Message: 364

For those not going to HamCom in Plano June 10th and 11th, the Liberty Belle B-17 will be in Houston at the David Wayne Hooks Memorial airport (DWH). Flights are available - visit the website http://www.libertyfoundation.org/ for more info. Good photo opportunity. Bet John (W5PDW) will be there...

Disclaimer: no affiliation with the Liberty Foundation - just thought some of you might be interested.

73,

Bill Buoy
N5BIA

Web page http://www.geocities.com/buoy@.../home.html
Linux is actually quite user friendly, it's just very selective who it chooses for friends!

All incoming and outgoing email is scanned for viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the sender.

365. hi

Yahoo group: Flying_Hams
Date: 2006-06-05 13:21:31 UTC
From: john
Topic: 365 Message: 365

http://www.qrz.com/m0hem

366. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 20:31:17 UTC
From: dean hunsinger
Topic: 366 Message: 366

Note: forwarded message attached.

_____
Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

367. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:56:18 UTC
From: Wendell Palmer
Topic: 366 Message: 367

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

368. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:56:09 UTC
From: Wendell Palmer
Topic: 366 Message: 368

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

369. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:38:37 UTC
From: Bernard Leonard
Topic: 366 Message: 369

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

370. New poll for Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-06-13 13:46:36 UTC
From: Flying_Hams@yahoogroups.com
Topic: 370 Message: 370

Enter your vote today! A new poll has been created for the
Flying_Hams group:

What was the first type of plane you flew?

o Cessna 150/152 (or other Cessna)
o Piper (cherokee, etc.)
o Piper Cub
o Other

To vote, please visit the following web page:
http://groups.yahoo.com/group/Flying_Hams/surveys?id=12357565

Note: Please do not reply to this message. Poll votes are
not collected via email. To vote, you must go to the Yahoo! Groups
web site listed above.

Thanks!

371. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:56:38 UTC
From: Wendell Palmer
Topic: 366 Message: 371

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

372. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:56:33 UTC
From: Wendell Palmer
Topic: 366 Message: 372

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

373. New Graphic Site

Yahoo group: Flying_Hams
Date: 2006-06-12 23:56:21 UTC
From: Wendell Palmer
Topic: 366 Message: 373

Note: forwarded message attached.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

374. Garmin 196 For Sale

Yahoo group: Flying_Hams
Date: 2006-06-14 01:37:20 UTC
From: Daniel
Topic: 374 Message: 374

Hi Everyone,

I have a Garmin 196 GPS, with the Mapsource CD, cover, and manual for sale. I'm asking 625.00 shipped Contintental USA.

73,
Daniel N9WX

375. SQL Vertiacal Challenge Jun 17

Yahoo group: Flying_Hams
Date: 2006-06-14 04:33:43 UTC
From: Daniel
Topic: 375 Message: 375

For those who live in or near the San Francisco Bay Area. I would like
to invite everyone to a great aviation show.
The location is at San Carlos Airport SQL. For more information see the
below website.

http://hiller.org/vertical-challenge.shtml

--

Daniel

PGP: AD5A 96DC 7556 A020 B8E7 0E4D 5D5E 9BA5 C83E 8C92

376. Re: [Flying_Hams] SQL Vertiacal Challenge Jun 17

Yahoo group: Flying_Hams
Date: 2006-06-14 05:05:39 UTC
From: kk6mm@aol.com
Topic: 375 Message: 376

Daniel-

Sorry I can't make it, but I have to say that the Hiller Museum is great. My wife & I visited a few years ago and are looking forward to going again. BTW, for anyone in Northern California (Redding area), our local EAA chapter is hosting a fly-in this Sunday, Father's Day. The press release is below. If you make it, be sure to track me down. I'll be handling the PA system.

Jim Bremer KK6MM

PRESS RELEASE
For immediate release Contact: Irwin
Fust-378-1801
Hillside Aviation-241-4204

“AVIATION DAY” FLIES INTO BENTON AIRPARK ON FATHER’S DAY, SUNDAY, JUNE 18th

Everyone is invited to the annual “Aviation Day” flying festivities at Benton Airpark on Father’s Day, Sunday, June 18th between 7:00 am and 3:00 pm. Benton Airpark is located in West Redding at the corner of Placer St. and Airpark Drive. The day’s activities include helicopter rides from Air Shasta and scenic airplane rides from Hillside Aviation, antique and experimental aircraft displays, ultralight displays and radio controlled aircraft displays. CHP and REACH aircraft will also be on display Parking and admission are free. Things get under way at 7:00 am with a ham, eggs and pancake breakfast cooked and served by volunteers from the local 99’s, an organization of women pilots. The cost for the “Aviation Day” breakfast will be $6.00 for adults and $4.00 for children 12 and under. Breakfast will be served until 11:00 am. This year Aviation Day celebrates the 79th anniversary of Benton Field. The airport was named in honor of a Shasta County resident, Lieutenant John W. Benton, a U.S. Army Air Corp pilot who lost his life in a flight at Buenos Aires, Argentina in 1927. Benton Field is one of the two important airport facilities in the City of Redding. Aviation Day is a day to recognize the major contribution Benton Field makes to the economic vitality of the City of Redding. Kids, bring your dads and granddads to “Aviation Day”, take a plane ride and feel the joy of flying.
“Aviation Day” 2006 is sponsored by the Experimental Aircraft Association, EAA Chapter 157. For more information contact Hillside Aviation at 241-4204.

377. Flying story, including a small bit of HF

Yahoo group: Flying_Hams
Date: 2006-06-14 21:35:24 UTC
From: Pete K6XL
Topic: 377 Message: 377

This story originally appeared in Airways magazine.

By Patrick Smith

Oct. 3, 2002 | There is a tired old adage that defines the business of flying planes as long stretches of boredom punctuated by moments of sheer terror. Moments of sheer ridiculousness may be equally as harrowing. One young pilot, when he was 22 and trying to impress the pretty Christine Collingworth by taking her up for a twilight sightseeing circuit in a friend's Cessna, highlighted the seduction by whacking his forehead into the jutting metal pitot tube hanging from the 172's wing. Earning himself a famous "Cessna dimple," so he chose to think, would be the stupidest thing he'd ever do in or around an airplane.

That was more than a decade ago, and a long way from this same pilot's mind during a recent cargo flight. It's 11 p.m. and the airplane, an old DC-8 freighter loaded with 50 thousand pounds of pineapples, is somewhere over the Bermuda Triangle, bound from San Juan, Puerto Rico, to Cincinnati. The night is dark and quiet, void of moonlight, conversation, and for that matter worry. The crew of three are tired, and this will be their last leg in a week's rotation that has sent them from New York to Belgium and back again, onward to Mexico, and then to the Caribbean.

They are mesmerized by the calming drone of high-bypass turbofans and the deceptively peaceful noise of 500 knots of sub-zero air cleaving past the cockpit windows. Such a setting, when you really think about it, ought to be enough to scare the living shit out of any sensible person. We have no business, maybe, being up there, participants in such an inherently dangerous balance between naïve solitude and instant death, distracted by paperwork and chicken sandwiches while screaming along, higher than Mount Everest and at the speed of sound, in a 40-year-old assemblage of machinery. But such philosophizing is for poets, not pilots, and also makes for exceptionally bad karma. Neither poetry nor any kind of mystical rumination is in the job description for these three airmen, consummate professionals who long ago sold their souls to the gods of technology and luck.

One of these consummate professionals is a 34-year-old from Massachusetts. He's been flying planes since he was 16 but has seen his career stray oddly from its intended course, his ambitions of flying gleaming new passenger jets to exotic ports-of-call have given way to the much coarser world of air cargo, to sleepless, back-of-the-clock timetables, the greasy glare of warehouse lights, and the roar of forklifts -- realities that have aroused a low note of disappointment that rings constantly in the back of his brain. He is the second

officer. His station, a sideways-turned chair and a great, blackboard-size panel of instruments, is set against the starboard wall behind the captain and first officer.

He stands up from the second officer's seat and walks out of the cockpit, closing the door behind him. Here he enters the only other area of the plane accessible to the pilots in flight, the small vestibule adjacent to the main cabin door. It contains a life raft, an oven, a cooler, some storage space and the lavatory. His plan is simple enough -- to get himself a Diet Coke or, to be international about things, since we're coming from the land of paycheck-fattening "override" pay and a king's-ransom's worth of per diem, a Coca-Cola Light -- the extra-saccharined, less-carbonated version of our own domestic product.

The soft drinks are in a cardboard box on the floor, in a six-pack strapped together with one of those clear plastic harnesses so dangerous to sea turtles and small children. These plastic rings are banned at home, but apparently perfectly legal in the Caribbean, where there are, of course, lots of sea turtles and small children. The pilot is thinking about this as he reaches for a can, weighing the injustices of the world, philosophizing, daydreaming, ruminating -- things that, again, his manuals neither command nor endorse for perhaps good reason.

He unstraps a Coke and decides to put the remaining ones in the cooler to chill. The cooler, a red lift-top Coleman that you'd buy in Sears, sits in front of the lavatory and is packed with bags of ice. The pilot drops in the cans, but now the cooler will not close. There's too much ice. One of the bags will have to go. So he pulls one out and shuts the lid. Decisions, decisions: Which checklist does he initiate? Which shutoff valve does he yank closed? Which circuit breakers does he pull? Which buttons does he press to keep everyone alive and this contraption intact? And what to do, now, with an extra, sopping-wet bag of ice? The pilot will do what he always does with an extra bag of ice. He will open the bag and dump it down the toilet. This he has done so often that the sound of a hundred cubes hitting the metal bowl is a familiar one.

This time, though, for reasons he hasn't realized yet, there are no cubes; or, more correctly, there is one huge cube. He rips open the bag, which is greenish and slightly opaque, and out slides a long, single block of ice, probably two pounds' worth, that clatters off the rim and splashes into the bowl. There it is met, of course, by the caustic blue liquid one always finds in airplane toilets, the strange chemical cocktail that so efficiently, and brightly, neutralizes our usual organic contributions. The fluid washes over the ice. He hits the flush lever and it's drawn into the hole and out of sight. He turns, clutching the empty bag, worrying still about the dangers of plastic rings and turtles, picturing some poor endangered hawksbill choking to death. It just isn't fair.

And it's now that the noise begins. As he steps away, the pilot hears a deep and powerful burble, which immediately repeats itself and seems to

emanate from somewhere in the bowels of the plane. How to describe it? It's similar to the sound your own innards might make if you've eaten an entire pizza or, perhaps, swallowed Drano, amplified a thousand times over. The pilot stops and a quick shot of adrenaline pulses into his veins. What was that? It grows louder. Then there's a rumble, a vibration passes up through his feet, and from behind him comes a loud swishing noise.

He turns and looks at the toilet. But it has, for all practical purposes, disappeared, and where it once rested he now finds what he will later describe only as a vision. In place of the commode roars a fluorescent blue waterfall, a huge, heaving cascade of toilet fluid thrust waist-high into the air and splashing into all four corners of the lavatory. Pouring from the top of this volcano, like smoke out of a factory chimney, is a rapidly spreading pall of what looks like steam. He closes his eyes tight for a second, then reopens them. He does this not for the benefit of unwitnessed theatrics, or even to create an embellishing detail for eventual use in a story. He does so because, for the first time in his life, he truly does not believe what has cast itself before him.

The fountain grows taller, and he sees now that the toilet is not actually spraying, but bubbling -- a geyser of boiling, lathering blue foam topped with a thick white fog. And suddenly he realizes what has happened. It was not a block of ice, exactly, that he fed to the toilet. It was a block of dry ice.

To combine dry ice with any sort of liquid is to initiate the turbulent, and rather unstoppable, chemical reaction now underway in front of our unfortunate friend. The effect, though in our case on a much grander scale, is similar to the mixing of baking soda with vinegar, or dumping water into a Fryolator, an exciting experiment those of you who've worked in restaurants have probably experienced: The boiling oil will have nothing to do with the water, discharging its elements in a violent surge of bubbles. Normally, on those rare occasions when the caterers employ dry ice, it's packed apart in smaller, square-shaped bags you can't miss. Today, though, an extra-large allotment was stuffed into a regular old ice-cube bag -- two pounds of solid carbon dioxide mixing quite unhappily with a tankful of acid.

Within seconds a wide blue river begins to flow out of the lav and across the floor, where a series of tracks, panels, and gullies promptly splits it into several smaller rivers, each leading away to a different nether region beneath the main deck of the DC-8. The liquid moves rapidly along these paths, spilling off into the corners and crevasses. It's your worst bathroom nightmare at home or in a hotel -- clogging up the shitter at midnight and watching it overflow. Except this time it's a Technicolor eruption of flesh-eating poison, dribbling between the floor seams of an airplane at 33,000 feet, down into the entrails of the beast to freeze itself around cables or short out bundles of vital wiring. Our pilot once read a report about a toilet reservoir somehow

becoming frozen in the back of a 727. A chunk of blue ice was ejected overboard and sucked into an engine, causing the entire engine, pylon and all, to tear away and drop to earth.

And the pilot knows this cataract is not going to stop until either the CO2 is entirely evaporated or the tank of blue death is entirely drained. Meanwhile, the white steam, the evaporating carbon dioxide, is filling the cabin with vapor like the smoke show at a rock concert. He decides to get the captain.

Our captain tonight, as fate would have it, is a boisterous and slightly crazy Scandinavian. Let's call him Jens. Jens is tall and square-jawed, with graying, closely cropped curls and an animated air of fiery, charismatic cocksure. Jens is one of those guys who make everybody laugh simply by walking into a room, though whether he's trying to is never made entirely clear. He is sitting in the captain's chair. The sun has set hours ago but he is still wearing mirrored Ray-Bans.

"Jens, come here fast! I need your help."

Jens nods to the first officer, unbuckles his belt, and moves quickly toward the cockpit door. This is an airline captain, a confident four-striper trained and ready for any assortment of airborne calamity -- engine failures, fires, bombs, wind shear. What will he find back there? Jens steps into the entryway and is greeted not by any of a thousand different training scenarios but by a psychedelic fantasy of color and smoke, a wall of white fog and a fuming blue witch's cauldron, the outfall from which now covers the entire floor, from the entrance of the cockpit to the enormous nylon safety net that separates the crew from its load of pineapples.

Jens stares. Then he turns to his young second officer and puts a hand on his shoulder, a gesture of both fatherly comfort and surrendering camaraderie, as if to say, "Don't worry son, I'll clean all this up," or maybe, "Down with the ship we go, my friend." He sighs, gestures toward the fizzing, angrily disgorging bowl and says, with a tone of surprisingly unironic pride: "She's got quite a head on her, doesn't she?"

But what can they do? In one of those dreaded realizations that pilots are advised to avoid, the insulation between cockpit calm and atmospheric anarchy looks thin indeed. An extrapolated vision of horror: the riveted aluminum planks bending apart, the wind rushing in, explosive depressurization, death, the first airliner -- no, the first vehicle -- in history to crash because of an overflowing toilet. Into the sea, where divers and salvage ships will haul up the wreckage, detritus trailing from mauled, unrecognizable pieces while investigators shake their heads. At least, the pilot thinks, odds are nobody will ever know the truth; the cold ocean will carry away the evidence. He's as good as dead but saved, maybe, from immortal embarrassment. A dash of mystique awaits him, the same that met St. Exupéry at the dark bottom of the Mediterranean, another lousy pilot who got philosophical and paid the price. Maybe he blew up the toilet too. Probable cause: unknown.

"Call flight control," commands Jens, hoping a dose of authority will inject some clarity into a scene that is obviously and hopelessly absurd. "Get a patch with maintenance and explain what happened."

The pilot rushes back to the cockpit to call the company's maintenance staff. He fires up the HF radios, small black boxes that can bounce the human voice, and any of its associated embarrassments, up off the ionosphere and halfway around the world if need be. He will announce his predicament to the mechanics, but also to any of dozens of other crews who happen to be monitoring the same frequency. Even before keying the mike he can see the looks and hear the wisecracks from the Delta and United pilots in their state-of-the-art 777s, Mozart soothing their passengers through Bose headsets, flight attendants wiping down the basins while somewhere in the night sky three poor souls in a Cold War relic are trapped in a blue scatological hell, struggling helplessly with a flood of shit and chemicals.

"You say the toilet exploded?" Maintenance is on the line, incredulous but not particularly helpful. "Well, um, not sure. Should be OK. Nothing below the cabin there to worry about. Press on, I guess." Thanks. Click.

Jens has now grabbed the extension wand for the fire extinguisher -- a hollow metal pole the length of a harpoon -- and is shoving it down into the bowl trying to agitate the mixture to a stop. Several minutes have passed, and a good 10 gallons have streamed their way onto the floor and beyond. Up front, the first officer has no idea what's going on. Looking behind him, his view mostly blocked by the circuit-breaker panels and cockpit door, this is what he sees: a haze of white odorless smoke, and his captain yelping with laughter and thrusting at something with a long metal pole.

The pilot stands aside, watching Jens do battle. This was a little kid who dreamed of becoming a 747 captain for Pan Am, the embodiment of all that was, and could still be, elegant and glamorous about aviation. And poor Jens, whose ancestors plowed this same Atlantic in longboats, ravenous for adventure and conquest, a 21st century Viking jousting with a broken toilet.

So it goes, and by the time the airplane touches down safely, its plumbing finally at rest, each and every employee at the cargo hub, clued in by the amused mechanics who received our distress call, already knows the story of the idiot who poured dry ice into the crapper. His socks and hundred-dollar Rockports have been badly damaged, while the cargo net, walls, panels and placards aboard aircraft 806 are forever dyed a heavenly azure.

The crew bus pulls up to the stairs, and as the pilots step aboard the driver looks up and says excitedly, "So which one of you did it?"

---

378. Do we like the same movies?

Yahoo group: Flying_Hams
Date: 2006-06-15 04:05:16 UTC
From: Ray Albarelli
Topic: 378 Message: 378

Hey Gang,

This is so much cooler then MySpace. You can rate movies, set up lists, and compare notes on movies. I even was able to compile a whole list of all my DVD's online. It's kind of cool.

Flixster also has this ratings test you can take to see how close your view are with those of your friends. If you have a few moments, take the test and see how your opinions compare to mine.

http://www.flixster.com/servlet/invite/203133774ocaABCm

Ray
KC9JBM

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

379. Secrets to Business Success on the Internet

Yahoo group: Flying_Hams
Date: 2006-06-15 10:56:54 UTC
From: Mido Roleda
Topic: 379 Message: 379

Create a business or build on a business venture with a vision of success in mind. Your vision is an investment! Be adaptable, open-minded, and diversify your efforts. This will lead to successful growth and long-term security. Take time to explore tools and do whatever detective work is necessary; make it a habit that continues over the years. Give yourself all of the advantages possible and you will reach your highest goals.
To learn more about the secrets to business success, visit Online Business 101.

http://online-business-101.blogspot.com/2006/06/secrets-to-business-success-on.html

_____
Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

380. ALL THE SPAM!

Yahoo group: Flying_Hams
Date: 2006-06-15 12:16:18 UTC
From: Daniel
Topic: 380 Message: 380

Hi Everyone,

I have had it with the spam, I am now approving all new members. I have also been working on weeding out the members spamming. I apologize for the inconvenience and annoyance.

73,
Daniel N9WX

381. Aero Mobiles on Field Day?

Yahoo group: Flying_Hams
Date: 2006-06-15 12:17:51 UTC
From: Daniel
Topic: 381 Message: 381

Hi Everyone,

I hope everyone's enjoying the Summer, and doing a lot of flying and hamming between yard mowings :-) I hope everyone's as excited about Field Day as I am. Anyone planning on doing some Aero Mobile on Field day??

73,
Daniel N9WX

382. Re: [Flying_Hams] ALL THE SPAM!

Yahoo group: Flying_Hams
Date: 2006-06-15 12:25:20 UTC
From: Ray Albarelli
Topic: 380 Message: 382

Cool!

Daniel <n9wx_dan@...> wrote: Hi Everyone,

I have had it with the spam, I am now approving all new members. I have also been working on weeding out the members spamming. I apologize for the inconvenience and annoyance.

73,
Daniel N9WX

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

383. Re: [Flying_Hams] Aero Mobiles on Field Day?

Yahoo group: Flying_Hams
Date: 2006-06-15 12:56:56 UTC
From: Nik Read
Topic: 381 Message: 383
Attachments: 2 described; binary payloads are missing from this source WARC

HI Daniel, and averyone else..!

Yes, still enjoying the summer but still neeed rain!..

Lots of aeronautical activities here but obviously NO Aero Mobile here sadly

Will be spending part of this weekend working on the Vickers Vimy that flew
the Atlantic last year.
We hope to have it flying in time for the Farnbough Airshow in July but
there are problems to sort
out first, not technical but paperwork !!..

Hope to catch some of You on the first weekend in September when We have
our HF SSB Field Day..

Have a good weekend Yourself and good luck in the contest..

73's
Nik
M5DND

384. Re: Aero Mobiles on Field Day?

Yahoo group: Flying_Hams
Date: 2006-06-16 16:30:22 UTC
From: Ken Brown
Topic: 381 Message: 384

The Millville, NJ (MIV) large Wings and Wheels air and classic car show is on field day weekend this year. I plan on going there Saturday preferably, weather permitting of course. I may have a D700 in the plane on the field day freq of 145.010 (see: http://eng.usna.navy.mil/~bruninga/aprs/fd2006.html) as a field day digi, if I can set it up sometime over the next two weeks.

73, ---Ken W2KB N16019

--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx_dan@...> wrote:
>
> Hi Everyone,
>
> I hope everyone's enjoying the Summer, and doing a lot of flying and
> hamming between yard mowings :-) I hope everyone's as excited about
> Field Day as I am. Anyone planning on doing some Aero Mobile on
Field
> day??
>
> 73,
> Daniel N9WX
>

385. ++++++++++ keep up the good work n9wx +++++++++++++++

Yahoo group: Flying_Hams
Date: 2006-07-06 13:23:52 UTC
From: john
Topic: 385 Message: 385

```
73 john m0hem
```

386. Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-07-11 18:32:35 UTC
From: Daniel
Topic: 356 Message: 386

Hi Everyone,

I apologize for the in-activity, I just got done moving and am just now getting back online. I hope everyone's having a GREAT Summer and doing alot of Ham radio and Flying!

Ok, I'm not sure if I'm not gonna make it to Oshkosh this year, but I'd like to start a list of those that are and if you're flying in or driving, etc...and if you're bringing Ham radio or not. So, either email me direct (n9wx@... please) your sked and whether you are flying or driving and I'll compose a list to put on the list here.

Also, anyone still active on Echolink??? I am up and running on there if anyone wants a little round table on there some evening.

73,
Daniel N9WX

387. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2006-07-12 03:47:46 UTC
From: Clyde Murray
Topic: 356 Message: 387

Hi Daniel, yes I have my echo-link station set up on node 85664. It is a link station and I do try an monitor as much as possible. Sorry no Oshkosh by gosh for me this year.

VE7SVC
Clyde

Daniel <n9wx_dan@...> wrote:
Hi Everyone,

I apologize for the in-activity, I just got done moving and am just
now getting back online. I hope everyone's having a GREAT Summer and
doing alot of Ham radio and Flying!

Ok, I'm not sure if I'm not gonna make it to Oshkosh this year, but
I'd like to start a list of those that are and if you're flying in or
driving, etc...and if you're bringing Ham radio or not. So, either
email me direct (n9wx@... please) your sked and whether you
are flying or driving and I'll compose a list to put on the list here.

Also, anyone still active on Echolink??? I am up and running on there
if anyone wants a little round table on there some evening.

73,
Daniel N9WX

Yahoo! Messenger with Voice. Make PC-to-Phone Calls to the US (and 30+ countries) for 2?/min or less.

388. New file uploaded to Flying_Hams

Yahoo group: Flying_Hams
Date: 2006-07-12 11:10:05 UTC
From: Flying_Hams@yahoogroups.com
Topic: 388 Message: 388

Hello,

This email message is a notification to let you know that
a file has been uploaded to the Files area of the Flying_Hams
group.

File : /HEMS.pdf
Uploaded by : m0hemjohnotoole2001 <m0hemjohnotoole2001@...>
Description : air ambulance

You can access this file at the URL:
http://groups.yahoo.com/group/Flying_Hams/files/HEMS.pdf

To learn more about file sharing for your group, please visit:
http://help.yahoo.com/help/us/groups/files

Regards,

m0hemjohnotoole2001 <m0hemjohnotoole2001@...>

389. OSHKOSH??

Yahoo group: Flying_Hams
Date: 2006-07-17 15:03:16 UTC
From: Daniel
Topic: 389 Message: 389

Hi Everyone,

Not much activity here on the board lately. I will admit it's been a busy Summer for me as well. Well, Oshkosh is coming sooon and unfortunately I'm not gonna make it this year. But, you might...right? Well, if you are...let us know. After all, it'd be nice for some of you to meet up there.

Be sure to post all your flying/ham radio endeavors. It'd be great to read some good stories on here. Hope everyone is doing well!!!

HF NET:
Well, I think maybe we should try to pick up the HF net this Fall and Winter when there are less things to do outside. Till then, we do have some activity on Echolink if that's your thing.

SUGGESTIONS:
Be sure to send any suggestions for this group to me, I'd love to hear from you!

PICS:
We also are looking for more pics of your station/aircraft or fav aircraft.

73,
Daniel N9WX

390. Suggestions

Yahoo group: Flying_Hams
Date: 2006-08-20 17:34:04 UTC
From: homegrown4010
Topic: 390 Message: 390

Good afternoon folks, I'm a 130 hr ASEL PP with equal time in a Cessna 172 and a Cherokee 140. I'm also about a month or so away from taking my instrument check ride. So here's my question. What to do after that? I'd be lying to everyone if I said that I didn't want to get paid for flying, however I have no intentions of making it a full time career. Obviously I know a commercial rating is required and it is somewere in the works but I want to throw a Multi Rating in their also (with instrument privaleges). Now I know one of the Commercial FAR's is 10 hrs in a complex airplane and what i'd like to do is kill two birds with one stone. I'd like to go ahead and get my multi time while working on my commercial time. I hope I haven't confused anyone to terribly bad and any suggestion would be highly appreciated.

Nathan Jackson (K4NWJ)
ASEL PP
North Carolina Highway Patrol Dispatcher
Greensboro, NC
homegrown4010@...
k4nwj@...

391. I don't want to interrupt but

Yahoo group: Flying_Hams
Date: 2006-08-23 18:46:45 UTC
From: Lyn Wagner
Topic: 391 Message: 391

Here goes, I am new to this group so will introduce myself. I am a 58 year old male midwest redneck. Have been a ham (WD0HFR) for about 30 years and a Private ASEL for almost 25 years. My flying and hamming have been limited to 2 meter handheld and limited sucess in some planes. My present plane is a 1955 Piper PA22-150 and with little more than a bedsheet between me and the noise a headset with noise canceling mike is a must to hear or be heard. I presently use a VXA700 which matches up good to the headset impedences and it is nice to have the aircraft side for backup if for nothing more than to check AWOS and turn the runway lights on if the installed radio or charging system go south. I do use the original belly mount stainless steel rod whip on the VXA700 as the panel mount aircraft Val Com uses a fiberglass whip on the wing root fairing.
I have always wondered about loading up an ADF wire antenna on HF but never tried it. Has anyone tried that and how does it work?
Oh that bit about when pigs fly, well us Tri-Pacer drivers resemble that remark.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Lyn Wagner
Tri-Pacer N2759P
LXN

_____
Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
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~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

392. Re: Suggestions

Yahoo group: Flying_Hams
Date: 2006-08-24 16:32:12 UTC
From: FlyinDoc
Topic: 390 Message: 392

Nathan: best wishes with the instrument checkride. I hope to take mine in about a year. Sorry I can't be much help in regards to your particular questions. I fly strictly for fun, and would not like to depend on my flying skills to put bread on the table <g>.

I have a friend who bases his plane at INT but lives in Greensboro, named Len Leggett. Perhaps you have met him?

I'm hoping this group will overcome its slow start and really blossom. There must be thousands of pilots who are also hams and vice versa.

-Bill
N4DLN
near Roanoke, VA

--- In Flying_Hams@yahoogroups.com, "homegrown4010" <homegrown4010@...> wrote:
>
> Good afternoon folks, I'm a 130 hr ASEL PP with equal time in a Cessna
> 172 and a Cherokee 140. I'm also about a month or so away from taking
> my instrument check ride. So here's my question. What to do after
> that? I'd be lying to everyone if I said that I didn't want to get
> paid for flying, however I have no intentions of making it a full time
> career. Obviously I know a commercial rating is required and it is
> somewere in the works but I want to throw a Multi Rating in their also
> (with instrument privaleges). Now I know one of the Commercial FAR's
> is 10 hrs in a complex airplane and what i'd like to do is kill two
> birds with one stone. I'd like to go ahead and get my multi time while
> working on my commercial time. I hope I haven't confused anyone to
> terribly bad and any suggestion would be highly appreciated.
>
> Nathan Jackson (K4NWJ)
> ASEL PP
> North Carolina Highway Patrol Dispatcher
> Greensboro, NC
> homegrown4010@...
> k4nwj@...
>

393. Re: [Flying_Hams] Re: Suggestions

Yahoo group: Flying_Hams
Date: 2006-08-27 21:01:39 UTC
From: Nathan Jackson
Topic: 390 Message: 393

Hey Bill and thinks for the kind words. I'm certainly not planning on aviation being a primary source of income. I just look at as being one of those things that i'll keep "in my back pocket" i guess i'm tired of paying to fly and not that i want to make any income, I guess I just want to "break even".
As far as meeting Mr Legget, I cant say that I have. Most of flight time has been logged from Asheboro (KHBI) about 20 miles south of GSO.

--- FlyinDoc <SportAV8R@...> wrote:

> Nathan: best wishes with the instrument checkride.
> I hope to take
> mine in about a year. Sorry I can't be much help in
> regards to your
> particular questions. I fly strictly for fun, and
> would not like to
> depend on my flying skills to put bread on the table
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> -Bill
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> > Nathan Jackson (K4NWJ)
> > ASEL PP
> > North Carolina Highway Patrol Dispatcher
> > Greensboro, NC
> > homegrown4010@...
> > k4nwj@...
> >
>
>
>
>
>

Nathan Jackson (K4NWJ)

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

394. Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-09-05 01:44:34 UTC
From: Daniel
Topic: 328 Message: 394

Hi everyone,

Just saying hello. Sorry, I've been in the middle of a move. I am now living in Cleveland, OH...dispatching for Flight Options while I continue to flight instruct part time. I'm hoping to grab an SIC slought in a year or so. Hope everyone is great!

Daniel N9WX

395. Re: Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-09-05 21:09:36 UTC
From: Bill Boyd
Topic: 328 Message: 395

Personally? Well, I'm at work after a Labor Day flying trip, but my plane is way back in the mountains, socked in at the airport. Wx was so bad yesterday that even my IFR friends couldn't do anything but borrow cars from our host and drive home.

This will give me some time to play with the IC-703 and HF Pack antennas, until I'm reunited with the plane this weekend ;-)

A young couple in a cessna 150, flying through the same airspace near Danville VA that we would have traversed, weren't so cautious, and paid for their IMC encounter with their lives. Be careful, everybody.

-Bill N4DLN

396. Hello

Yahoo group: Flying_Hams
Date: 2006-09-23 13:14:09 UTC
From: flhtci97
Topic: 396 Message: 396

Hello everyone. I'm a new member and would like to introduce myself. I had seen reference to this group previously and after some encouragement by Bill Boyd I decided to submit a request for membership. My name is Ed Palmer and I live under the downwind for runway 17 at CNC(Chariton Municipal Airport) in south central Iowa. I'm an advanced class license; just been too lazy to upgrade to extra.

My interests in amateur radio mainly consist of the aspects of low power HF operation (IC-703, Elecraft K2, Argo V). I sold my amplifier in "89 so I could take my first flying lessons....:-). After building a few Heathkit projects many years back, my interest in kit building was resurected after I discovered and built the Elcraft K2.

I'm a low time private pilot licensed in '89 and my interest in building carried over into my flying hobby. I flew my Sonex (5 years of building off and on and not flying) for the first time June 21 of this year. The Sonex meets all the criteria for experimental light sport aircraft and at some time in the future I could fly it as a sport pilot.

Sorry I've been long winded. This looks to be a great group, a blend of two great hobbies.

73 de Ed N0EHQ; Sonex N264SX

397. RE: Hello

Yahoo group: Flying_Hams
Date: 2006-09-23 15:28:32 UTC
From: Nik Read
Topic: 396 Message: 397
Attachments: 2 described; binary payloads are missing from this source WARC

Hi Ed,

Just thought I would say hello to You as no one else has yet !!..

Congratulations on the 1st flight of Your Sonex I bet it was worth the wait
!!

I am in the UK and We are not allowed to go Aeronautical Mobile sadly, I
flew gliders and am just starting to fly them again.
I am involved with the preservation of Aircraft at the Brooklands Museum www
brooklandsmuseum.com and our latest project is building and flying replica
of A.V.Roe's 1st Aircraft ready for the centenary in 2008 of his 1st flight
at Brooklands on June 8th 1908. Details can be found on http://www
roe1project.org.uk/

On radio I am active on HF/VHF/UHF most modes.

To anyone with Echolink active I will be on at 1600 UTC today..

Cheer's Ed. Hope to work You one day..

Nik
M5DND

398. Re: [Flying_Hams] RE: Hello

Yahoo group: Flying_Hams
Date: 2006-09-23 16:06:56 UTC
From: Daniel Hileman
Topic: 396 Message: 398
Attachments: 1 described; binary payloads are missing from this source WARC

Hi Ed (and Nik,)
Thought I'd say hello too! Welcome to the board!
The flying_hams board has been a little slower than I had hoped. Maybe it'll pick up in the winter, when everyone's playing radio and not out flying as much, hi hi.
I am new migrate to Cleveland (from IN..biiiig move, lol.), and am working for Flight Options as a Flight Dispatcher...till I someday acquire the hours to fly for them. I have around 800hrs...I am a CFII, Commercial Multi/instrument pilot. I have been a ham since 94 I think it was...when I was 16. I have enjoyed every minute of it! No radios right now, as I live in a duplex...but I am thinking about an HF mobile rig in the not to distant future. The only problem is, I have a SHORT commute, lol.
I do have Echolink though if anyone wants to see me on there. I'm off Tues-Thurs.
Welcome to the board...feel free to get a good discussion going!

73,
Daniel N9WX

Nik Read <g7dnd.nread@...> wrote:
v\:* {behavior:url (#default#vml);} v\:* { BEHAVIOR: url (#default#vml) }
FLAVOR00-NONE-0000-0000-000000000000 4.0 ; Hi Ed,

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On radio I am active on HF/VHF/UHF most modes.

To anyone with Echolink active I will be on at 1600 UTC today..

Cheer's Ed. Hope to work You one day..

Nik
M5DND

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.405 / Virus Database: 268.12.8/455 - Release Date: 22/09/06

399. Re: Hello

Yahoo group: Flying_Hams
Date: 2006-09-26 16:25:53 UTC
From: FlyinDoc
Topic: 396 Message: 399

Hello, Ed.

Since I am the one to blame for getting you aboard here, I guess I should check the messages more often and welcome you, too!

It's bound to pick up around here with winter approaching...

I'm giving alot of my energies to HFPack gear right now, but still simmering on the back burner is the instrument ticket - gotta get that done in the next year.

Look for me on the USIslands frequencies in the upcoming weekends, trying to put the islands I live near "on the air" from rural western Virginia. I'll probably be operating pedestrian mobile from those islands; they're literally in my backyard. When I've had enough of that, I can wade ashore, hike back to the house and exchange the HF packset for the RV, strap the plane on and fly over the same spots I was standing on just a few minutes before. All in a day's fun!

-Bill N4DLN

--- In Flying_Hams@yahoogroups.com, "flhtci97" <flhtci97@...> wrote:
>
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> I had seen reference to this group previously and after some
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> building carried over into my flying hobby. I flew my Sonex (5 years
> of building off and on and not flying) for the first time June 21 of
> this year. The Sonex meets all the criteria for experimental light
> sport aircraft and at some time in the future I could fly it as a
> sport pilot.
>
> Sorry I've been long winded. This looks to be a great group, a blend

> of two great hobbies.
>
> 73 de Ed N0EHQ; Sonex N264SX
>

400. RE: [Flying_Hams] RE: Hello

Yahoo group: Flying_Hams
Date: 2006-09-27 01:21:24 UTC
From: Phil Maley
Topic: 396 Message: 400
Attachments: 1 described; binary payloads are missing from this source WARC

Hi all

I've been reading your introductions with great interest and thought I'd better chip in with an intro from the other side of the pond (more like the other side of the world).

I gained my PPL in 1972 and my ham licence a few years later in 1976. I now own a Piper PA-22-150 Tri-Pacer call sign VH-OLD. I'm also building an RV-7A and loving every minute of it. The PA-22 and my RV project are based in a friend's hangar at the Sport Aircraft Builders Club airfield at Serpentine, near Perth Western Australia. I've attached a Google Earth place mark for the airport, which lies about 50km south of Perth city.

Last Sunday when I started writing this, a couple of mates, Robyn VK6XRE (PPL) and Peter VK6TVI (retired ATPL) flew down from Perth's main GA airport at Jandakot in Rob's Grumman for morning tea. While we were all standing around my RV-7 rudder we had a visit from Graham VK6BY, who is nearly finished building a Zenith Zodiac. The hangar owner is actually another ham, Trish VK6QL, but she was away today. Several other aircraft owners based at Serpentine are also active hams, including Graeme VK6HE (Vans RV-6), Ed VK6TE (Slepcev Storch and Jabiru J250), Gwen VK6AMY, Geoff Green VK6XB (1937 British Aircraft Eagle and a DH 87 B). Nik, you might know Geoff Green - he spends a lot of his time in the UK.

I operate a local packet BBS, VK6BBS and occasionally operate on HF and VHF with an Icom IC706Mk2G.

73
Phil Maley vk6ad

401. Re: [Flying_Hams] Re: Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-10-12 18:53:00 UTC
From: Robert Wexelbaum
Topic: 328 Message: 401

I haven't received any messages from flying hams lately. Is there no activity or did my address get taken off the list???

Anyway I have a question for you pilots who fly private aircvrafts. It is in relation to the recent accident where a baseball pitcher and his instructor flew into a building in New York City. Isn't thee a mininimum altitude that must be maintained by planes that fly over large cities? I believe that there ince was a minimum of at least 5000 feet...but I may be wrong and it may have changed. I understand that helicoptors and planes with special permits might fly lower but I was underthe impression that FAA regulations prevented aircrafts from sight seeing at low altitudes unless granted special permission. Please reply if you know what present FAA regul;ations are. In the wake of 9/11 perhaps if there is no regulation about flying overrr major cities there should be such regulations.

73,
Bob w2ilp
----- Original Message -----
From: Bill Boyd
To: Flying_Hams@yahoogroups.com
Sent: Tuesday, September 05, 2006 5:09 PM
Subject: [Flying_Hams] Re: Where is everyone?

Personally? Well, I'm at work after a Labor Day flying trip, but my
plane is way back in the mountains, socked in at the airport. Wx was
so bad yesterday that even my IFR friends couldn't do anything but
borrow cars from our host and drive home.

This will give me some time to play with the IC-703 and HF Pack
antennas, until I'm reunited with the plane this weekend ;-)

A young couple in a cessna 150, flying through the same airspace near
Danville VA that we would have traversed, weren't so cautious, and
paid for their IMC encounter with their lives. Be careful, everybody.

-Bill N4DLN

402. Re: Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-10-12 19:14:02 UTC
From: David
Topic: 328 Message: 402

To answer your question Robert concerning the pitcher who flew into the building in New York. First off the FAA regulations about flying at certain altitudes states that you must be at LEAST 1,000 feet over STRUCTURES or a GATHERING OF PEOPLE. In this case, obviously the aircraft was above 1,000 feet until they had some type of either engine failure of a mechanical failure. They may have had their ability to CLIMB interrupted someway, I.E. the cabling to the Elevators that make you go up and down. I have a strong feeling that they had a fuel problem and the engine quit. There was something that I heard in the news that they pilot who was the Pitcher called in a mayday about a fuel problem. If they were over New York, there really isn't a whole lot of landing sites when you have to instigage a glide. There is also a strong possibility that the pitcher who was the Pilot in Command just didn't FIRST FLY the aircraft and possibly as they got close to the ground and the taller structures (buildings) in New York, the pitcher might have stalled the aircraft instead of continuing to fly it on a glide and went into the highrise.

What really makes me mad are the people saying there should be this requirement or that requirement about small general aviation aircraft because of this. DO YOU REALIZE that in the LAST 50 YEARS, there have only been TWO aircraft that have hit a building in New York?? Not including the 9/11 incident, where those were terrorists and not just a general aviation flight. The other aircraft many years ago was a larger DC-3 I believe, maybe wrong, but a larger aircraft that hit towards the top of the empire state building during incliment overcast weather. THAT WAS THE ONLY OTHER TIME besides the pitcher. How many flights do you think there have been over NEW YORK CITY that justifies any type of regulation about small planes flying over New York City??? If that would happen, then that means that ALL aircraft, including all commercial flights, just won't be able to land at all major cities in the United states because of the CHANCE of one losing their engines or a mechanical failure of somekind and then they CRASH into New York City.

I rest my case about this. I have been a pilot for 39 years now and have only had ONE INDICENT of a blown engine at 12,000 feet while I was still climbing. I just pulled back the power to idle since I still had 5 good cylinders running and set up a glide, in this case, back to the same airport I took off from about 20 minutes back. NO BIG DEAL. Pilots are trained for emergencies probably more so then any other type of flying they do.

Anyway, the FAA says that you must be at least 1,000 feet above structures and that should answer your question about that. Any

other questions, I have the FAA Regulations down pretty well and happen to also go through what is also called an FAR/AIM manual that is issued yearly. It is available for anyone to purchase. You need only go to the closest Aviation store and pick one up and you too can learn the FAA laws governing all types of flight.

See ya,
Pilot Dave - Coronado, CA
KG6LYI

--- In Flying_Hams@yahoogroups.com, Robert Wexelbaum <w2ilp@...> wrote:
>
> I haven't received any messages from flying hams lately. Is there no activity or did my address get taken off the list???
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>
> 73,
> Bob w2ilp
> ----- Original Message -----
> From: Bill Boyd
> To: Flying_Hams@yahoogroups.com
> Sent: Tuesday, September 05, 2006 5:09 PM
> Subject: [Flying_Hams] Re: Where is everyone?
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>
> Personally? Well, I'm at work after a Labor Day flying trip, but my
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and
> paid for their IMC encounter with their lives. Be careful,
everybody.
>
> -Bill N4DLN
>

403. Re: Where is everyone?

Yahoo group: Flying_Hams
Date: 2006-10-13 14:47:08 UTC
From: Ken Brown
Topic: 328 Message: 403

Although in Manhattan, NYC 1,000 feet above the buildings would put one in the Class B controlled airspace. The aircraft in question apparantly made use of the special VFR corridor above the Hudson and then the East River which is limited to staying over the water, and thus not over buildings or large gatherings. So one can go lower than the 1,000 feet there, as long as not violating the another rule that essentially says that one must maintain sufficient altitude to execute safe landing in an emergency. So even 500 feet or so over the river would be probably be legal.

That said, the East River corridor is relatively narrow and dead ends a little ways north of the accident scene, and thus the pilot either had to execute a 180 degree turn or get permission from LaGuardia Airport's tower to enter their airspace to continue on to the north.

I've never flown the East River corridor in part because of the dead end, and when flying the Hudson River route, have gotten clearance from New York Approach to transit the Class B at around 2,000 or 2,500 feet. There really is no good place to land in an emergency, so I want to be sure to be able to power off glide to ditch at the edge of the river if necessary.

73, ---Ken W2KB

--- In Flying_Hams@yahoogroups.com, "David" <sddave@...> wrote:
>
> To answer your question Robert concerning the pitcher who flew into
> the building in New York. First off the FAA regulations about
> flying at certain altitudes states that you must be at LEAST 1,000
> feet over STRUCTURES or a GATHERING OF PEOPLE. In this case,
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> that they had a fuel problem and the engine quit. There was
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> New York, there really isn't a whole lot of landing sites when you
> have to instigage a glide. There is also a strong possibility that

> the pitcher who was the Pilot in Command just didn't FIRST FLY the
> aircraft and possibly as they got close to the ground and the
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> > ----- Original Message -----
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> > Sent: Tuesday, September 05, 2006 5:09 PM
> > Subject: [Flying_Hams] Re: Where is everyone?
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> and
> > paid for their IMC encounter with their lives. Be careful,
> everybody.
> >
> > -Bill N4DLN
> >
>

404. Back On The Air

Yahoo group: Flying_Hams
Date: 2006-10-20 14:33:40 UTC
From: flhtci97
Topic: 404 Message: 404

Hello Everyone,

Just wanted to report N0EHQ is back on the air after destroying my feedlines this past summer with my mower.

I put up a new antenna; a Buckmaster offset center fed dipole. The antenna is at 45 feet in an inverted V configuration suspended from a 3 foot offset from my tower fed with RG8X coax. So far the on air reports have been very encouraging with 100 watts out from the Jupiter.

On the flying side of things, I have been rebuilding the cooling baffles for the AeroVee on my Sonex. It sounds like the weather will be lousy this weekend so will have to wait until next week before I get a chance to fly.

73's de Ed N0EHQ Sonex N264SX

405. Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-15 21:50:53 UTC
From: Daniel
Topic: 405 Message: 405

Hello,
Well, the Holidays are upon us aren't they? I hope everyone is setting up to have a great Thanksgiving and Christmas coming up! Lots of Ham radio or flying toys on the list? Hmmm, I'm actually hoping Santa will bring me a nice dual band mobile for the car, and maybe an HF rig to listen on! Well, I am sorry for the in-activity. I hope with winter coming we can do more "hangar flying" and ragchewing here on the group list. I've been working so much, but after the Holidays it's back to flying and flight instructing hopefully. I hope everyone's well. We need to get this list back on track and active. So, if you are still on the list, I'd love for you to post on the list just to tell us how things are going and maybe even a few things on your Christmas list. I have been spending the free time I have reading about HF vertical arrays (phased arrays amaze me, if any of you have some be sure to tell us about them), and re-storing old boatanchors. I also have been reading Rod Machado's book, "The Instrument Pilot Survival Manual." That's goood reading. I do have echolink if anyone's interested. I'm off Tuesday-Thursdays.

So, that's all for now. Anyone have any ideas for some activity for the list this winter. Anyone want to try another HF net...after all, winter is usually a little better for Ham radio activity.

73,
Daniel N9WX

406. HOLIDAY GREETINGS!

Yahoo group: Flying_Hams
Date: 2006-11-15 22:06:37 UTC
From: Daniel
Topic: 406 Message: 406

Hi Everyone,
Let me try this again, I just sent an email and it didn't post.
Anyway, the Holidays are upon us aren't they? I hope everyone is setting up to have a great Thanksgiving and a Merry Christmas! Any cool ham radio or flying toys on your wish list? I may get lucky and Santa bring me a nice dual band mobile for my car!

I sure do apologize for the inactivity! Winter is almost here so maybe we can get some great "hangar flying" and ragchewing going on the list! Any ideas for some projects for the group this Winter? I was kinda thinking we could try another HF net since activity is usually better in the winter. I have been so busy working...but after the holidays I'm hoping to get back to flying and maybe instructing again.

In my spare time I've been reading up on HF vertical phased arrays (They completetly fascinate me) and learning about electronics with an ARRL book.
I've also been reading Rod Machado's book, "The Instrument Pilot's Survival Manual." Good reading.

So, let the group know you're still alive, post to the group! I'm sure we'd love to hear about your flying and Christmas wish list. Also, any ideas you might have for the list would be great! Hope to hear from you ALL VERY soon!

73,
Daniel N9WX

407. Re: [Flying_Hams] Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-16 01:00:16 UTC
From: David Harris
Topic: 405 Message: 407

Count me in Dan!! I just started studying for my private so am looking forward to some aviation ham talk.

Daniel <n9wx_dan@...> wrote: Hello,
Well, the Holidays are upon us aren't they? I hope everyone is setting up to have a great Thanksgiving and Christmas coming up! Lots of Ham radio or flying toys on the list? Hmmm, I'm actually hoping Santa will bring me a nice dual band mobile for the car, and maybe an HF rig to listen on! Well, I am sorry for the in-activity. I hope with winter coming we can do more "hangar flying" and ragchewing here on the group list. I've been working so much, but after the Holidays it's back to flying and flight instructing hopefully. I hope everyone's well. We need to get this list back on track and active. So, if you are still on the list, I'd love for you to post on the list just to tell us how things are going and maybe even a few things on your Christmas list. I have been spending the free time I have reading about HF vertical arrays (phased arrays amaze me, if any of you have some be sure to tell us about them), and re-storing old boatanchors. I also have been reading Rod Machado's book, "The Instrument Pilot Survival Manual." That's goood reading. I do have echolink if anyone's interested. I'm off Tuesday-Thursdays.

So, that's all for now. Anyone have any ideas for some activity for the list this winter. Anyone want to try another HF net...after all, winter is usually a little better for Ham radio activity.

73,
Daniel N9WX

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408. Re: [Flying_Hams] Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-16 01:29:44 UTC
From: Nathan Jackson
Topic: 405 Message: 408

Hey Gang and early holiday greetings from the
Piedmont-Triad of North Carolina. Good to see some
post on the e-group. I was beginning to wonder. It's
busy around here. I just finally got my instrument
ticket, now time to hit the Commercial and Multi
stuff. But not before a little break and fulfilling a
personal promise to go back and study for the Amateur
General written and 5 wpm cw test. So that's the story
(the ineteresting stuff anyway) from K4NWJ. My best to
all and perhaps will see ya in the air or hear ya on
the air.

Nathan Jackson (K4NWJ)
ASEL PP
Instrument

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409. Fort Wayne Indiana Hamfest

Yahoo group: Flying_Hams
Date: 2006-11-16 01:39:56 UTC
From: wd9ezk
Topic: 409 Message: 409

Just thought that I would remind everyone that there is nice Hamfest in Fort Wayne Indiana this coming weekend. 11-18 thru 11-19. There is an airport close by and when we arrived last year they had the local flying club there to take us back and forth to the hamfest. They gave us their cellphone number and when we were ready to come back to the airport we just called and they were there within ten minutes. Really better than cab service.

If you have nothing to do this weekend it would be a nice hamfest to attend.

410. AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-16 19:18:22 UTC
From: Clyde Murray
Topic: 410 Message: 410

Glad to see some new posts. Is there anybody out there that knows of a dual bander but it's AM for the aviation VHF frequency's and FM for the 2 meter frequency's all in one radio? I happened to be out flying my biplane one weekend and had gotten into a engaging conversation on my HT 2 meter with another fellow ham when I got a "contact". This fellow claimed to have a dual band that was both aviation and ham for sale? However, he never did respond. Any comments.

Thanks.....Clyde VE7SVC

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411. Re: Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-16 20:11:47 UTC
From: FlyinDoc
Topic: 405 Message: 411

I also read Rod Machado's book, "The Instrument Pilot Survival Manual" this spring and was going to start IFR training this winter, but the plane still is not equipped for it. I'm falling behind in my plans but having fun hamming and vfr aviating. I've been busy activating an island for the US Island group and experimenting with inverted L antennas for multuple HF bands. I have a 94-footer on the nearby island that loads well on 80-10m with a 4:1 balun. The RV, meanwhile, is patiently waiting for its glass panel to be designed, purchased and installed. All it takes is money :-)

Best to all,

Bill N4DLN

--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx_dan@...> wrote:
>
> Hello,
> Well, the Holidays are upon us aren't they? I hope everyone is
> setting up to have a great Thanksgiving and Christmas coming up!
> Lots of Ham radio or flying toys on the list? Hmmm, I'm actually
> hoping Santa will bring me a nice dual band mobile for the car, and
> maybe an HF rig to listen on! Well, I am sorry for the in-activity.
> I hope with winter coming we can do more "hangar flying" and
> ragchewing here on the group list. I've been working so much, but
> after the Holidays it's back to flying and flight instructing
> hopefully. I hope everyone's well. We need to get this list back on
> track and active. So, if you are still on the list, I'd love for you
> to post on the list just to tell us how things are going and maybe
> even a few things on your Christmas list. I have been spending the
> free time I have reading about HF vertical arrays (phased arrays
> amaze me, if any of you have some be sure to tell us about them),
> and re-storing old boatanchors. I also have been reading Rod
> Machado's book, "The Instrument Pilot Survival Manual." That's goood
> reading. I do have echolink if anyone's interested. I'm off Tuesday-
> Thursdays.
>
> So, that's all for now. Anyone have any ideas for some activity for
> the list this winter. Anyone want to try another HF net...after all,
> winter is usually a little better for Ham radio activity.
>
> 73,
> Daniel N9WX
>

412. Re: Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-16 21:08:38 UTC
From: FlyinDoc
Topic: 405 Message: 412

Way to go on the IA rating, Nathan. Were you happy with your instruction? Triad is not too far for me to consider going for training. On my list of things to do is upgrading my 25 year old advanced license for Extra. No more 20 wpm code to worry about!

-Bill N4DLN

--- In Flying_Hams@yahoogroups.com, Nathan Jackson <homegrown4010@...> wrote:
>
> Hey Gang and early holiday greetings from the
> Piedmont-Triad of North Carolina. Good to see some
> post on the e-group. I was beginning to wonder. It's
> busy around here. I just finally got my instrument
> ticket, now time to hit the Commercial and Multi
> stuff. But not before a little break and fulfilling a
> personal promise to go back and study for the Amateur
> General written and 5 wpm cw test. So that's the story
> (the ineteresting stuff anyway) from K4NWJ. My best to
> all and perhaps will see ya in the air or hear ya on
> the air.
>
> Nathan Jackson (K4NWJ)
> ASEL PP
> Instrument
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>

414. Re: [Flying_Hams] Re: Holiday Greetings!

Yahoo group: Flying_Hams
Date: 2006-11-16 21:34:13 UTC
From: Nathan Jackson
Topic: 405 Message: 414

Hey Bill, Thanks for the good words, I was very happy with the instructor who signed me off for the practical. Tom Reddick is his name and he instructs out of Shiloh (KSIF) located between Wentworth and Stoneville in Rockingham Co. He a very professional person with a positive attitude and a since of humor.

--- FlyinDoc <SportAV8R@...> wrote:

> Way to go on the IA rating, Nathan. Were you happy
> with your
> instruction? Triad is not too far for me to
> consider going for
> training. On my list of things to do is upgrading
> my 25 year old
> advanced license for Extra. No more 20 wpm code to
> worry about!
>
> -Bill N4DLN
>
> --- In Flying_Hams@yahoogroups.com, Nathan Jackson
> <homegrown4010@...>
> wrote:
> >
> > Hey Gang and early holiday greetings from the
> > Piedmont-Triad of North Carolina. Good to see some
> > post on the e-group. I was beginning to wonder.
> It's
> > busy around here. I just finally got my instrument
> > ticket, now time to hit the Commercial and Multi
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> > Nathan Jackson (K4NWJ)
> > ASEL PP
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Nathan Jackson (K4NWJ)

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415. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-16 19:46:47 UTC
From: Dominic Hoogsteder
Topic: 410 Message: 415

Sorry Clyde,
can't help you out on this one.
Thought I would use your posting to let the AirHam gang know what is about to happen in The Netherlands any moment now. The National Telecom Administration (AT) it seems is finaly (after some 14 months) fulfilling its promise to grant Novice Licensees in good old Holland access to parts of HF. So watch out for scores of PD-stations "storming" 7.050 - 7.100, 14.000 - 14.250 and 28.000 - 29.700 MHz maybe as soon as end of this November (2006).
73, Dominic, PD 0 LDC, NL 693
The Netherlands

Clyde Murray <clyde_murray@...> wrote:
Glad to see some new posts. Is there anybody out there that knows of a dual bander but it's AM for the aviation VHF frequency's and FM for the 2 meter frequency's all in one radio? I happened to be out flying my biplane one weekend and had gotten into a engaging conversation on my HT 2 meter with another fellow ham when I got a "contact". This fellow claimed to have a dual band that was both aviation and ham for sale? However, he never did respond. Any comments.

Thanks.....Clyde VE7SVC

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416. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-16 21:36:39 UTC
From: Nathan Jackson
Topic: 410 Message: 416

Wasnt Yaesu (Vertex Standard) marketing a handheld a
year or so back that covered the VHF air band and 2
mtr ham band???

Nathan (K4NWJ)

--- Clyde Murray <clyde_murray@...> wrote:

> Glad to see some new posts. Is there anybody out
> there that knows of a dual bander but it's AM for
> the aviation VHF frequency's and FM for the 2 meter
> frequency's all in one radio? I happened to be out
> flying my biplane one weekend and had gotten into a
> engaging conversation on my HT 2 meter with another
> fellow ham when I got a "contact". This fellow
> claimed to have a dual band that was both aviation
> and ham for sale? However, he never did respond. Any
> comments.
>
>
> Thanks.....Clyde VE7SVC
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Nathan Jackson (K4NWJ)

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417. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-16 22:32:30 UTC
From: Lyn Wagner
Topic: 410 Message: 417

--- Nathan Jackson <homegrown4010@...> wrote:

> Wasnt Yaesu (Vertex Standard) marketing a handheld a
> year or so back that covered the VHF air band and 2
> mtr ham band???
>
> Nathan (K4NWJ)
>
> --- Clyde Murray <clyde_murray@...> wrote:
>
> > Glad to see some new posts. Is there anybody out
> > there that knows of a dual bander but it's AM for
> > the aviation VHF frequency's and FM for the 2
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> > frequency's all in one radio? I happened to be out
> > flying my biplane one weekend and had gotten into
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> > fellow ham when I got a "contact". This fellow
> > claimed to have a dual band that was both aviation
> > and ham for sale? However, he never did respond.
> Any
> > comments.
> >
> >
> > Thanks.....Clyde VE7SVC
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>
> Nathan Jackson (K4NWJ)
>
>

It most likely was the VXA700 Veratex. They do 2 meter
FM - air band AM - and receive broadcast FM & weather

radio. I have one and it seems to work fairly well.
The only problem has been the auto squelch seem to
want to stay open on aircraft freq but my old
tri-pacer is an interference nightmare electronicly.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Lyn Wagner
Tri-Pacer N2759P
LXN

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418. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-16 22:48:53 UTC
From: Clyde Murray
Topic: 410 Message: 418

Thanks Nathan, I do have an Icom T7H that has aviation receive only and I thought this dual radio was a panel mount. Maybe he was pulling my leg.

Clyde....VE7SVC

----- Original Message ----
From: Nathan Jackson <homegrown4010@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, November 16, 2006 9:36:39 PM
Subject: Re: [Flying_Hams] AM/FM

Wasnt Yaesu (Vertex Standard) marketing a handheld a
year or so back that covered the VHF air band and 2
mtr ham band???

Nathan (K4NWJ)

--- Clyde Murray <clyde_murray@ yahoo.com> wrote:

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> there that knows of a dual bander but it's AM for
> the aviation VHF frequency's and FM for the 2 meter
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> engaging conversation on my HT 2 meter with another
> fellow ham when I got a "contact". This fellow
> claimed to have a dual band that was both aviation
> and ham for sale? However, he never did respond. Any
> comments.
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>
> Thanks.....Clyde VE7SVC
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Nathan Jackson (K4NWJ)

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419. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-17 03:04:02 UTC
From: Daniel Hileman
Topic: 410 Message: 419

Hi,
Yaesu used to make an HT called the "Spirit" VXA-700 I think. It was 2m, and Aviation. My friend had one. Cool thing is it had a headset adapter for it, so you could plug right in and even here yourself while transmitting, like sidetone. You could probably find one used on eham or something.

73,
Daniel N9WX

Clyde Murray <clyde_murray@...> wrote:
Thanks Nathan, I do have an Icom T7H that has aviation receive only and I thought this dual radio was a panel mount. Maybe he was pulling my leg.

Clyde....VE7SVC

----- Original Message ----
From: Nathan Jackson <homegrown4010@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, November 16, 2006 9:36:39 PM
Subject: Re: [Flying_Hams] AM/FM

Wasnt Yaesu (Vertex Standard) marketing a handheld a
year or so back that covered the VHF air band and 2
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Nathan (K4NWJ)

--- Clyde Murray <clyde_murray@ yahoo.com> wrote:

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> and ham for sale? However, he never did respond. Any
> comments.
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> Thanks.....Clyde VE7SVC
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Nathan Jackson (K4NWJ)

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420. VXA-700 Spirit.

Yahoo group: Flying_Hams
Date: 2006-11-17 03:06:57 UTC
From: Daniel Hileman
Topic: 410 Message: 420

Here it is: http://www.eham.net/reviews/detail/3377

73,
Daniel

Clyde Murray <clyde_murray@...> wrote:
Thanks Nathan, I do have an Icom T7H that has aviation receive only and I thought this dual radio was a panel mount. Maybe he was pulling my leg.

Clyde....VE7SVC

----- Original Message ----
From: Nathan Jackson <homegrown4010@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, November 16, 2006 9:36:39 PM
Subject: Re: [Flying_Hams] AM/FM

Wasnt Yaesu (Vertex Standard) marketing a handheld a
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> flying my biplane one weekend and had gotten into a
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> claimed to have a dual band that was both aviation
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> Thanks.....Clyde VE7SVC
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Nathan Jackson (K4NWJ)

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421. 2m/airband

Yahoo group: Flying_Hams
Date: 2006-11-17 15:11:17 UTC
From: Nick
Topic: 405 Message: 421

It is in fact a handheld from Vertex, the VXA-700. I've got one for sale, with charger, manual, and headset adapter. $250.00

73
NIck K4VFR

422. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-18 18:04:52 UTC
From: Nathan Jackson
Topic: 410 Message: 422

That's the one!!!!!!!
--- Daniel Hileman <n9wx_dan@...> wrote:

>
> Hi,
> Yaesu used to make an HT called the "Spirit"
> VXA-700 I think. It was 2m, and Aviation. My friend
> had one. Cool thing is it had a headset adapter for
> it, so you could plug right in and even here
> yourself while transmitting, like sidetone. You
> could probably find one used on eham or something.
>
> 73,
> Daniel N9WX
>
>
>
>
> Clyde Murray <clyde_murray@...> wrote:
> Thanks Nathan, I do have an Icom T7H
> that has aviation receive only and I thought this
> dual radio was a panel mount. Maybe he was pulling
> my leg.
>
> Clyde....VE7SVC
>
>
> ----- Original Message ----
> From: Nathan Jackson <homegrown4010@...>
> To: Flying_Hams@yahoogroups.com
> Sent: Thursday, November 16, 2006 9:36:39 PM
> Subject: Re: [Flying_Hams] AM/FM
>
> Wasnt Yaesu (Vertex Standard) marketing a
> handheld a
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>
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>
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> > Glad to see some new posts. Is there anybody out
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> > Thanks.....Clyde VE7SVC
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> Nathan Jackson (K4NWJ)
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Nathan Jackson (K4NWJ)

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423. Vertical Phased Arrays??

Yahoo group: Flying_Hams
Date: 2006-11-19 17:33:09 UTC
From: Daniel Hileman
Topic: 423 Message: 423

Hi Everyone,

Great to see some activity on the group...it's been reallllly slow the past few months. Let's not lose the steam on here. We dont have to talk about JUST flying...you can tell us about your current ham adventures too. New DX stations worked, antennas going up? New rigs? I'd personally like to hear some flying adventures...any possible questions you might have that you've always wanted to know the answer to.

I personally would like to hear from some of you with Vertical phased arrays on the lower bands (160-40m) and how you feel they work. I've gotta a fascination with them and want to know the scoop on them. I'm kinda hoping to put up a four square on 75m in a few years.

Thanks and 73,
Daniel N9WX

424. Re: [Flying_Hams] AM/FM

Yahoo group: Flying_Hams
Date: 2006-11-20 22:58:28 UTC
From: Clyde Murray
Topic: 410 Message: 424

Thanks everyone for your response. The reviews I read were not very flattering on the Yaesu product. I was hoping for a panel mount but I guess I will just stick with my Icom HT for now. My next project is to get an HF antenna configured and then use my IC-706 in the airplane.

Clyde VE7SVC

----- Original Message ----
From: Nathan Jackson <homegrown4010@...>
To: Flying_Hams@yahoogroups.com
Sent: Saturday, November 18, 2006 6:04:52 PM
Subject: Re: [Flying_Hams] AM/FM

That's the one!!!!!!!
--- Daniel Hileman <n9wx_dan@yahoo. com> wrote:

>
> Hi,
> Yaesu used to make an HT called the "Spirit"
> VXA-700 I think. It was 2m, and Aviation. My friend
> had one. Cool thing is it had a headset adapter for
> it, so you could plug right in and even here
> yourself while transmitting, like sidetone. You
> could probably find one used on eham or something.
>
> 73,
> Daniel N9WX
>
>
>
>
> Clyde Murray <clyde_murray@ yahoo.com> wrote:
> Thanks Nathan, I do have an Icom T7H
> that has aviation receive only and I thought this
> dual radio was a panel mount. Maybe he was pulling
> my leg.
>
> Clyde....VE7SVC
>
>
> ----- Original Message ----
> From: Nathan Jackson <homegrown4010@ yahoo.com>
> To: Flying_Hams@ yahoogroups. com
> Sent: Thursday, November 16, 2006 9:36:39 PM
> Subject: Re: [Flying_Hams] AM/FM
>

> Wasnt Yaesu (Vertex Standard) marketing a
> handheld a
> year or so back that covered the VHF air band and 2
> mtr ham band???
>
> Nathan (K4NWJ)
>
> --- Clyde Murray <clyde_murray@ yahoo.com> wrote:
>
> > Glad to see some new posts. Is there anybody out
> > there that knows of a dual bander but it's AM for
> > the aviation VHF frequency's and FM for the 2
> meter
> > frequency's all in one radio? I happened to be out
> > flying my biplane one weekend and had gotten into
> a
> > engaging conversation on my HT 2 meter with
> another
> > fellow ham when I got a "contact". This fellow
> > claimed to have a dual band that was both aviation
> > and ham for sale? However, he never did respond.
> Any
> > comments.
> >
> >
> > Thanks.....Clyde VE7SVC
> >
> >
> >
> >
> ____________ _________ _________ _________ _________
> _________ _
> > The all-new Yahoo! Mail beta
> > Fire up a more powerful email and get things done
> > faster.
> > http://new.mail. yahoo.com
> >
>
> Nathan Jackson (K4NWJ)
>
> ____________ _________ _________ _________ _________
> _________ _
> Sponsored Link
>
> Compare mortgage rates for today.
> Get up to 5 free quotes.
> Www2.nextag. com
>
>
>

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>
> ------------ --------- --------- ---
> Sponsored Link
>
> $420,000 Mortgage for $1,399/month - Think You Pay
> Too Much For Your Mortgage? Find Out!
>
>
>

Nathan Jackson (K4NWJ)

---------- --------- --------- --------- --------- --------- -
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http://yahoo.degrees.info

425. N9WX de KF9MD

Yahoo group: Flying_Hams
Date: 2006-12-02 23:03:03 UTC
From: kf9md
Topic: 425 Message: 425

Do you have IRLP or Echolink up there where you are living??

426. Hello everybody I have passed the technician test for Ameteur Radio

Yahoo group: Flying_Hams
Date: 2006-12-14 20:42:33 UTC
From: Krishna Prasad
Topic: 426 Message: 426

Hello everybody I have pass the technician test for Ameteur Radio

how long it will take to get my call sign??? and when can i
starting taling through a hand held to start with.
if anyone have some links to check my call sign please let me know

regards

Krishna

427. Re: [Flying_Hams] Hello everybody I have passed the technician test for Ameteur Radio

Yahoo group: Flying_Hams
Date: 2006-12-14 22:28:10 UTC
From: Ray
Topic: 426 Message: 427

Congrats on the passing grade.

When I got my license, the first place I found the call sign was at www.qrz.com but there may be other sites also. But that one has lots of other good info also.

Ray B
KC0QIQ

428. Re: Hello everybody I have passed the technician test for Ameteur Radio

Yahoo group: Flying_Hams
Date: 2006-12-21 18:22:58 UTC
From: Ken Brown
Topic: 426 Message: 428

--- In Flying_Hams@yahoogroups.com, "Krishna Prasad" <rkrishp99@...>
wrote:
>
> Hello everybody I have pass the technician test for Ameteur Radio
>
> how long it will take to get my call sign??? and when can i
> starting taling through a hand held to start with.
> if anyone have some links to check my call sign please let me know
>
> regards
>
> Krishna
>

From the FCC database:

Call Sign KD8EWE Radio Service HA - Amateur
Status Active Auth Type Regular
Dates
Grant 12/19/2006 Expiration 12/19/2016
Effective 12/19/2006 Cancellation

Licensee Information

FRN 0015849227 Type Individual
Licensee Name
Prasad, Krishna
4896 Hunt Rd Apt 201
Cincinnati, OH 45242

Amateur Data

Operator Class Technician Prev. Op. Class
Group D Prev. Call Sign
Eligibility Code
Trustee/Custodian (for Non-Individuals Only)
Name Call Sign

Congratulations!

73, Ken W2KB N16019

>http://wireless2.fcc.gov/UlsApp/UlsSearch/searchAmateur.jsp;JSESSIONI
D_ULSSEARCH=FKQH8sPmieccJIkexsZy3hjl3ut9LSLiZYi6v8v2a8qf3hNQZhvc!-
111028111!317145172<

429. Re: Hello everybody I have passed the technician test for Ameteur Radio

Yahoo group: Flying_Hams
Date: 2006-12-26 15:45:43 UTC
From: FlyinDoc
Topic: 426 Message: 429

Congratulations, Kris, and welcome to another great fraternity, one you'll enjoy more and more as the sunspot cycle climbs slowly out of the doldrums. Hamming is a great fall-back fun thing to do when the winter wx is too dreary for aviating.

I understand that Techs are soon to get lots of HF CW privileges, as well as phone on 10m. Still, the upgrade to General is where the real fun begins, so set your sights on that next. (I seem to recall ignoring similar advice with my Private ticket newly in hand, and now wish I had not put off the pursuit of IFR until I was too old to remember stuff... I'm not the student at age 50 that I was at 36.)

Again, congratulations. Find a repeater and join the fun.

-Bill Boyd, N4DLN, N30YD

--- In Flying_Hams@yahoogroups.com, "Ken Brown" <W2KB@...> wrote:
>
> --- In Flying_Hams@yahoogroups.com, "Krishna Prasad" <rkrishp99@>
> wrote:
> >
> > Hello everybody I have pass the technician test for Ameteur Radio
> >
> > how long it will take to get my call sign??? and when can i
> > starting taling through a hand held to start with.
> > if anyone have some links to check my call sign please let me know
> >
> > regards
> >
> > Krishna
> >
>
> From the FCC database:
>
> Call Sign KD8EWE Radio Service HA - Amateur
> Status Active Auth Type Regular
> Dates
> Grant 12/19/2006 Expiration 12/19/2016
> Effective 12/19/2006 Cancellation
>
>
> Licensee Information
>
> FRN 0015849227 Type Individual
> Licensee Name
> Prasad, Krishna

> 4896 Hunt Rd Apt 201
> Cincinnati, OH 45242
>
>
>
>
> Amateur Data
>
> Operator Class Technician Prev. Op. Class
> Group D Prev. Call Sign
> Eligibility Code
> Trustee/Custodian (for Non-Individuals Only)
> Name Call Sign
>
>
> Congratulations!
>
> 73, Ken W2KB N16019
>
>
> >http://wireless2.fcc.gov/UlsApp/UlsSearch/searchAmateur.jsp;JSESSIONI
> D_ULSSEARCH=FKQH8sPmieccJIkexsZy3hjl3ut9LSLiZYi6v8v2a8qf3hNQZhvc!-
> 111028111!317145172<
>

430. Re: Hello everybody I have passed the technician test for Ameteur Radio

Yahoo group: Flying_Hams
Date: 2006-12-26 18:16:28 UTC
From: olliewhy
Topic: 426 Message: 430

```
--- In Flying_Hams@yahoogroups.com, "FlyinDoc" <SportAV8R@...> wrote:
>
> Congratulations, Kris, and welcome to another great fraternity, one
> you'll enjoy more and more as the sunspot cycle climbs slowly out of
> the doldrums. Hamming is a great fall-back fun thing to do when the
> winter wx is too dreary for aviating.
>
> I understand that Techs are soon to get lots of HF CW privileges, as
> well as phone on 10m. Still, the upgrade to General is where the real
> fun begins, so set your sights on that next. (I seem to recall
> ignoring similar advice with my Private ticket newly in hand, and now
> wish I had not put off the pursuit of IFR until I was too old to
> remember stuff... I'm not the student at age 50 that I was at 36.)
>
> Again, congratulations. Find a repeater and join the fun.
>
> -Bill Boyd, N4DLN, N30YD
>
>YES Congrats! for CALLsighn lookup try QRZ dot com.
Ollie k0lqk PVT Pilot Light Sport Candidate
>
> --- In Flying_Hams@yahoogroups.com, "Ken Brown" <W2KB@> wrote:
> >
> > --- In Flying_Hams@yahoogroups.com, "Krishna Prasad" <rkrishp99@>
> > wrote:
> > >
> > > Hello everybody I have pass the technician test for Ameteur Radio
> > >
> > > how long it will take to get my call sign??? and when can i
> > > starting taling through a hand held to start with.
> > > if anyone have some links to check my call sign please let me know
> > >
> > > regards
> > >
> > > Krishna
> > >
> >
> > From the FCC database:
> >
> > Call Sign KD8EWE Radio Service HA - Amateur
> > Status Active Auth Type Regular
> > Dates
> > Grant 12/19/2006 Expiration 12/19/2016
> > Effective 12/19/2006 Cancellation
> >
```

> >
> > Licensee Information
> >
> > FRN 0015849227 Type Individual
> > Licensee Name
> > Prasad, Krishna
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> >
> >
> >
> > Amateur Data
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> > Operator Class Technician Prev. Op. Class
> > Group D Prev. Call Sign
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> > Name Call Sign
> >
> >
> > Congratulations!
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> > 73, Ken W2KB N16019
> >
> >
> > >http://wireless2.fcc.gov/UlsApp/UlsSearch/searchAmateur.jsp;JSESSIONI
> > D_ULSSEARCH=FKQH8sPmieccJIkexsZy3hjl3ut9LSLiZYi6v8v2a8qf3hNQZhvc!-
> > 111028111!317145172<
> >
>

431. Hellllooooo

Yahoo group: Flying_Hams
Date: 2007-02-24 19:51:06 UTC
From: Lyn Wagner
Topic: 426 Message: 431

Haven't seen any activity yet this year so decided to
check and see if I had been booted off. Weather in the
midwest has been so cold and nasty most of the winter
flying is not been on my mind. I pulled the battery
from my plane before the first of the year to bring it
home for a good charging and it still is on the bench
in the garage. My A&P was replacing my vaccum pump
last fall and when he put it back in the hanger he
must have flipped the master past off to the other on.
You have to be a short winger to understand or even
find the master switch. I will keep it short so to not
take up too much room.

WD0HFR

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Lyn Wagner
Tri-Pacer N2759P
LXN

_____
Need a quick answer? Get one in minutes from people who know.
Ask your question on www.Answers.yahoo.com
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

432. Re: [Flying_Hams] Hellloooooo

Yahoo group: Flying_Hams
Date: 2007-02-24 21:32:18 UTC
From: ed palmer
Topic: 426 Message: 432

Yes the weather here in south central Iowa has been like Lyn has described. Being in the bottom of the solar cycle I have been doing some fine tuning on my Sonex and managed to fly a bit this past Tuesday. Got the EGT balanced form side to side on the engine. Have a bit of work to do on the cooling baffles as the right rear cylinder is running a bit warmer than I would like.

73 and blue skies to all.

de Ed N0EHQ
Sonex N264SX

--- Lyn Wagner <n2759p@...> wrote:

> Haven't seen any activity yet this year so decided to check and see if I had been booted off. Weather in the midwest has been so cold and nasty most of the winter flying is not been on my mind. I pulled the battery from my plane before the first of the year to bring it home for a good charging and it still is on the bench in the garage. My A&P was replacing my vaccum pump last fall and when he put it back in the hanger he must have flipped the master past off to the other on. You have to be a short winger to understand or even find the master switch. I will keep it short so to not take up too much room.
>
> WD0HFR
>
> ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
> Lyn Wagner
> Tri-Pacer N2759P
> LXN
>
>
>

>

> Need a quick answer? Get one in minutes from people
> who know.
> Ask your question on www.Answers.yahoo.com
>

Be a PS3 game guru.
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http://videogames.yahoo.com/platform?platform=120121

433. RE: [Flying_Hams] Hellllooooo

Yahoo group: Flying_Hams
Date: 2007-02-25 11:05:37 UTC
From: Phil Maley
Topic: 426 Message: 433
Attachments: 1 described; binary payloads are missing from this source WARC

Hi all

Weather here in Perth Australia has been at the other extreme. It was 97 degrees F today and after some work around the club airfield and finishing unpacking my RV7 wing kit I didn't really feel like dragging my Tripacer out.

73
Phil Maley VK6AD
Tripacer VH-OLD (S/N 22-5598)

_____

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Lyn Wagner
Sent: Sunday, 25 February 2007 04:51
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Hellllooooo

Haven't seen any activity yet this year so decided to check and see if I had been booted off. Weather in the midwest has been so cold and nasty most of the winter flying is not been on my mind. I pulled the battery from my plane before the first of the year to bring it home for a good charging and it still is on the bench in the garage. My A&P was replacing my vaccum pump last fall and when he put it back in the hanger he must have flipped the master past off to the other on. You have to be a short winger to understand or even find the master switch. I will keep it short so to not take up too much room.

WD0HFR

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Lyn Wagner
Tri-Pacer N2759P
LXN

_____
Need a quick answer? Get one in minutes from people who know.
Ask your question on www.Answers.yahoo.com
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

434. Testing Testing...is this thing working??? :-)

Yahoo group: Flying_Hams
Date: 2007-02-28 00:49:44 UTC
From: Daniel
Topic: 434 Message: 434

Hi Everyone,

Well, after a long time with not a lot of activity, I am going to try to get some more activity brewing. I'm sorry, I've been very busy and inactive...not a good excuse, I know. It's time to get rid of the winter blues and start getting on some spring projects. I just got an FT-8800 in the car, I'm so happy to have a nice dual bander in there. I am seriously considering an HF rig soon, just trying to decide what to get, lol. If you have echolink, you can catch me monitoring the KB8WLW repeater. IF you call me, please give me time to get down to the garage to the car to respond, or get on echolink. I think we may just attempt another HF net. We need someone with a NICE sized station to be net control, maybe a yagi to give us a little edge, but let us get it more organized first. Anyone interested in working with me on that?

I hope everyone has had a good year so far, and no major problems. Thanks for hanging in there everyone, I guess it takes time and alot of work to get a new group/club established and up and running. Be sure to tell ALL your Aviator/Ham friends about us!! Let's get this thing up and "flying!" No pun intended...ok, yes there was!

I want to see alot of activity on the board. There have to be some good topics, come on...this is FLYING and HAM RADIO!!! :-)

73,
Daniel N9WX

435. Calling all Heli Pilots

Yahoo group: Flying_Hams
Date: 2007-03-02 00:10:43 UTC
From: Daniel
Topic: 435 Message: 435

Hi Everyone,

Well...looks like I'm gonna do it. I'm getting things in order to get my Comm Rotorcraft add-on late this year or early next year. I hope to then go on to my instrument add-on and CFI and work my way to EMS pilot.

So, I'm calling anyone and everyone that may have a rotorcraft rating and maybe a helicopter? I'm gonna need to build some flight time, and just curious if anyone would allow me to get some time in their helicopter, after I get my Comm Add-on? (Of course, I'd be glad to pay more than my share) Just trying to find a lower cost way to build some time (before I get enough hours to instruct Heli) than $195.00/Hr! OUCH!! ANYONE out there?

See the bad thing about getting a Rotorcraft add-on is...yes, I can get my CFI 75 hours or so, but no one will let me instruct till I have 200 Hrs in them, that's a swift kick in the head, lol. But, we pay for our dreams, right? I cant say that I blame the Insurance companies for that though.

Other than that, I'm hoping to be at Dayton this year. Who else is going?

73,
Daniel N9WX

436. Re: [Flying_Hams] Calling all Heli Pilots

Yahoo group: Flying_Hams
Date: 2007-03-02 01:20:29 UTC
From: Nathan Jackson
Topic: 435 Message: 436

Hey Daniel

And congrats on going for the rotorcraft add-on. I'm sure it'll be a blast. As for me, A lot of good stuff happening here. I finally got my General upgrade and boy has a whole new avenue opened up. Speaking of avenue's I've also started my commercial training and have been fortunate to do it in a Twin Commanche (PA-30) so i'm working on my multi at the same time. Ok, so actually I'm working on private multi then starting on my comeercial multi but it's all in the same block of time. (Hope that made since)

Best of luck and perhaps will hear on the bands or see ya in the air

Nathan Jackson (K4NWJ)
--- Daniel <n9wx_dan@...> wrote:

> Hi Everyone,
>
> Well...looks like I'm gonna do it. I'm getting
> things in order to get
> my Comm Rotorcraft add-on late this year or early
> next year. I hope to
> then go on to my instrument add-on and CFI and work
> my way to EMS pilot.
>
> So, I'm calling anyone and everyone that may have a
> rotorcraft rating
> and maybe a helicopter? I'm gonna need to build some
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> just curious if anyone would allow me to get some
> time in their
> helicopter, after I get my Comm Add-on? (Of course,
> I'd be glad to pay
> more than my share) Just trying to find a lower cost
> way to build some
> time (before I get enough hours to instruct Heli)
> than $195.00/Hr!
> OUCH!! ANYONE out there?
>
> See the bad thing about getting a Rotorcraft add-on
> is...yes, I can
> get my CFI 75 hours or so, but no one will let me
> instruct till I have

> 200 Hrs in them, that's a swift kick in the head,
> lol. But, we pay for
> our dreams, right? I cant say that I blame the
> Insurance companies for
> that though.
>
> Other than that, I'm hoping to be at Dayton this
> year. Who else is going?
>
>
> 73,
> Daniel N9WX
>
>
>
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>

Nathan Jackson (K4NWJ)

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http://advision.webevents.yahoo.com/mailbeta/newmail_tools.html

437. Re: [Flying_Hams] Calling all Heli Pilots

Yahoo group: Flying_Hams
Date: 2007-03-02 12:32:15 UTC
From: ed palmer
Topic: 435 Message: 437

Good Morning Daniel,

Hey we gotta have our dreams otherwise we wouldn't be talking on ham radio or flying. Not much going on here from what I reported last week. The weather did warm up a bit so I could get the Sonex in the air again earlier this week.

I had moved my oil pressure sender out of the ram air tunnel on the right side of the AeroVee and the rear CHT did drop about 20 degrees but not where I would like it to be. So I have placed an order with Sonex for the cooling baffle upgrade which is a real cooling baffle system compared to the ram air system. I'll let you know how that goes once I get it installed. One thing about an experimental airplane, it's a tinker's paradise.

Hopefully we will start on the upswing of cycle 24 this year so I can get out and do some pedestrian mobile or some picnic table portable with my low power rigs. I plan on going to Dayton this year as I have cancelled the last two years forone thing or another.

73's and Blue Skies

de Ed N0EHQ Sonex N264SX

--- Daniel <n9wx_dan@...> wrote:

> Hi Everyone,
>
> Well...looks like I'm gonna do it. I'm getting
> things in order to get
> my Comm Rotorcraft add-on late this year or early
> next year. I hope to
> then go on to my instrument add-on and CFI and work
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>
> Other than that, I'm hoping to be at Dayton this
> year. Who else is going?
>
>
> 73,
> Daniel N9WX
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>

Expecting? Get great news right away with email Auto-Check.
Try the Yahoo! Mail Beta.
http://advision.webevents.yahoo.com/mailbeta/newmail_tools.html

438. Re: [Flying_Hams] Testing Testing...is this thing working??? :-)

Yahoo group: Flying_Hams
Date: 2007-03-03 03:03:33 UTC
From: Ray Albarelli
Topic: 434 Message: 438

Hello Daniel!

You're a home brewer? That is SO COOL! I have been a home for over 15 years and have worked at a brew pub for 12 years.

Here are some pictures of me at the brewery:

http://picasaweb.google.com/roadsideray/FunHuntersBrewery

Ray - KC9JBM

Daniel <n9wx_dan@...> wrote: Hi Everyone,

Well, after a long time with not a lot of activity, I am going to try to get some more activity brewing. I'm sorry, I've been very busy and inactive...not a good excuse, I know. It's time to get rid of the winter blues and start getting on some spring projects. I just got an FT-8800 in the car, I'm so happy to have a nice dual bander in there. I am seriously considering an HF rig soon, just trying to decide what to get, lol. If you have echolink, you can catch me monitoring the KB8WLW repeater. IF you call me, please give me time to get down to the garage to the car to respond, or get on echolink. I think we may just attempt another HF net. We need someone with a NICE sized station to be net control, maybe a yagi to give us a little edge, but let us get it more organized first. Anyone interested in working with me on that?

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I want to see alot of activity on the board. There have to be some good topics, come on...this is FLYING and HAM RADIO!!! :-)

73,
Daniel N9WX

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Try the free Yahoo! Mail Beta.

439. Re: [Flying_Hams] Calling all Heli Pilots

Yahoo group: Flying_Hams
Date: 2007-03-06 03:12:19 UTC
From: ricky duncan
Topic: 435 Message: 439

hey dano why dont you answer your phone cause i try to call BUT CANT GET YOU TOO ANSWER.....LOL WELL GOTTA GO GET AT ME I MISS SEEING YOU AROUND

Daniel <n9wx_dan@...> wrote: Hi Everyone,

Well...looks like I'm gonna do it. I'm getting things in order to get my Comm Rotorcraft add-on late this year or early next year. I hope to then go on to my instrument add-on and CFI and work my way to EMS pilot.

So, I'm calling anyone and everyone that may have a rotorcraft rating and maybe a helicopter? I'm gonna need to build some flight time, and just curious if anyone would allow me to get some time in their helicopter, after I get my Comm Add-on? (Of course, I'd be glad to pay more than my share) Just trying to find a lower cost way to build some time (before I get enough hours to instruct Heli) than $195.00/Hr! OUCH!! ANYONE out there?

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Other than that, I'm hoping to be at Dayton this year. Who else is going?

73,
Daniel N9WX

Never miss an email again!
Yahoo! Toolbar alerts you the instant new Mail arrives. Check it out.

440. aviation head sets?

Yahoo group: Flying_Hams
Date: 2007-03-08 00:43:14 UTC
From: Jim
Topic: 440 Message: 440

I want to use aviation head sets with my HTX 242.
How do you make the connection between the radio and head set?

Thanks
Jim
Kc8bdr
New Hudson Airport

--
No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.446 / Virus Database: 268.18.7/712 - Release Date: 3/6/2007
3:42 PM

441. Re: aviation head sets?

Yahoo group: Flying_Hams
Date: 2007-03-08 04:40:43 UTC
From: John Broomhall
Topic: 440 Message: 441

You will run into some incompatibilities with a standard aviation headset (e.g David Clark H10-30). The earphone impedance is 300 ohms, and the microphone is an amplified dynamic. The effect of this would be an impedance mismatch for the phones, and without a power source for the microphone, it would not work. David Clark does make a low-impedance headset with a standard dynamic mic, but it could present compatibility problems if you wanted to use it with your aircraft radio.

The best solution to this problem is to wire your aircraft audio panel into the radio, or to use a portable intercom box (e.g. Sigtronics) as an interface. This would take care of the impedance and the microphone power. You would have to wire up a harness to adapt the intercom to the 242 radio input/output and for the PTT. This would be fairly straight forward if you have the pin diagram for the 242's microphone plug.

regards, John B., VE6TXT

--- In Flying_Hams@yahoogroups.com, "Jim" <yg1@...> wrote:
>
> I want to use aviation head sets with my HTX 242.
> How do you make the connection between the radio and head set?
>

442. Re: aviation head sets?

Yahoo group: Flying_Hams
Date: 2007-03-08 08:13:42 UTC
From: David
Topic: 440 Message: 442

Actually Jim and John,
Let me give you a really easy idea that works GREAT for me. This is what I did and it saves a LOT OF TIME and money of altering your AUDIO PANEL. I have an ICOM W32A handy Talkie. I bought the Headset that part that goes with the Icom radio and then proceeded to tear apart the headset for the ICOM radio. Once I had the EARPIECE as well as the MIC taken apart from the plastic that goes normally over your head, I proceeded to drill a small hole in my DAVID CLARK headset and then cut the wires for both the mic and earpiece of the ICOM headset. I fed the wires INTO my David Clark headset and then reattached the earpiece and mic and put them right in front of the NORMAL earpiece speaker for the DAVID CLARK headset and then put the padding back in front of the speaker to hide my MIC and earpiece from the ICOM torn apart headset. NEXT, it was simple, when I put my radio in the plane, I have a Beechcraft Bonanza so I can just hang the radio off the side storm window, or side vent window, whatever, and attach the two plugs that go into the top of the ICOM radio for externam TRANSMIT and RECEIVE that would normally go into the ICOM radio and I'm ready. I put my David Clark headset on and when I want to talk with air traffic control, no problem, normal stuff between them with the David Clark headset... When I want to goof off and don't need flight following or on an IFR flight plan, then I simply turn up the volume from the ICOM and I'm able to hear whatever comes across the ICOM in my David Clark headset where I put the earpiece, and then I'm ready to transmit, I simply grab the switch that I can then depress, the PTT button that works on the ICOM HEADSET and I just talk into my DAVID CLARK headset and my voice obviously comes out the intercom which is being heard in my David Clark headset and then going out the MIC that I installed in the David Clark headset right next to the David Clark earpiece. It works GREAT. You might find someone saying that you might have low audio, then you only have to turn up the INTERCOM setting so that you get a little more volume coming into your David Clark headset and that Extra volume will be then be sent into the MIC that is right next to it.

Anyway, hope that I didn't thoroughly confuse you, but it is a very simple way to solve the problem, and I have been told that I get EXCELLENT audio from my ICOM and even on low power....

If you want to hear how it sounds, I will be aviation mobile aproximately between 2:15-2:45pm Pacific Standard Time tomorrow, or the 8th of March. I fly commercially for a living. If you have access to an IRLP NODE, then you can tune in the Dallas Reflector on NODE NUMBER 9453 which is the WINSYSTEM and you will be able to hear me and come back to me if you want and let me know what you think. I

can't stay on long, maybe 5-7 minutes as I have to get back to flying. I have a small window there where I don't have to talk to SO CAL, the ATC out here in San Diego, and I have been released from the Airport that I took off from. I am climbing up to 10,500 to release some sky divers so I don't have to get back with ATC until about 7,000 feet.. SO, a long story short, tune in tomorrow, THURSDAY and see if you hear me. I will be on the WINSYSTEM at the above time. My call is KG6LYI, CORONADO DAVE and I will be AVIATION MOBILE!!

See ya, Hope this helped a little...
Pilot Dave - Coronado, CA

--- In Flying_Hams@yahoogroups.com, "John Broomhall" <flat6@...> wrote:
>
> You will run into some incompatibilities with a standard aviation
> headset (e.g David Clark H10-30). The earphone impedance is 300 ohms,
> and the microphone is an amplified dynamic. The effect of this would
> be an impedance mismatch for the phones, and without a power source
> for the microphone, it would not work. David Clark does make a
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> present compatibility problems if you wanted to use it with your
> aircraft radio.
>
> The best solution to this problem is to wire your aircraft audio panel
> into the radio, or to use a portable intercom box (e.g. Sigtronics) as
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> power. You would have to wire up a harness to adapt the intercom to
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> plug.
>
> regards, John B., VE6TXT
>
> --- In Flying_Hams@yahoogroups.com, "Jim" <yg1@> wrote:
> >
> > I want to use aviation head sets with my HTX 242.
> > How do you make the connection between the radio and head set?
> >
>

443. Re: [Flying_Hams] Re: aviation head sets?

Yahoo group: Flying_Hams
Date: 2007-03-08 18:40:33 UTC
From: Clyde Murray
Topic: 440 Message: 443

Thank God for the guys who study all this stuff. I have a further question. On my Icom 706 MK11 the detachable front plate has a small toggle switch on the rear side for speakers or phones. Now I have been using my David Clarks in the "phones" selection while flying. Any problems here? Thanks .....Clyde VE7SVC

----- Original Message ----
From: David <sddave@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, March 8, 2007 12:13:42 AM
Subject: [Flying_Hams] Re: aviation head sets?

Actually Jim and John,
Let me give you a really easy idea that works GREAT for me. This is
what I did and it saves a LOT OF TIME.....Visit Your Group
Give Back
Yahoo! for Good
Get inspired
by a good cause.
Y! Toolbar
Get it Free!
easy 1-click access
to your groups.
Yahoo! Groups
Start a group
in 3 easy steps.
Connect with others..

Be a PS3 game guru.
Get your game face on with the latest PS3 news and previews at Yahoo! Games.
http://videogames.yahoo.com/platform?platform=120121

444. RE: [Flying_Hams] Re: aviation head sets?

Yahoo group: Flying_Hams
Date: 2007-03-09 07:33:41 UTC
From: David Vincent
Topic: 440 Message: 444

Sorry, I can't tell you about this as I haven't tried it and I don't own the 706, I don't do HF, I'm just a 70 cm type of guy and like repeaters. The winsystem is worldwide and I like the idea of just using a handy talkie and talking with only 3.5 watts to just about anyplace in the world 24/7 FM instead of using AM and having all that static and noise and so forth. Anyway, hope it works for you. I don't know...

David Vincent - Coronado, CA

-----Original Message-----
From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Clyde Murray
Sent: Thursday, March 08, 2007 10:41 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Re: aviation head sets?

Thank God for the guys who study all this stuff. I have a further question. On my Icom 706 MK11 the detachable front plate has a small toggle switch on the rear side for speakers or phones. Now I have been using my David Clarks in the "phones" selection while flying. Any problems here? Thanks .....Clyde VE7SVC

----- Original Message ----
From: David <sddave@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, March 8, 2007 12:13:42 AM
Subject: [Flying_Hams] Re: aviation head sets?

Actually Jim and John,
Let me give you a really easy idea that works GREAT for me. This is what I did and it saves a LOT OF TIME.............

Visit Your Group
<http://groups.yahoo.com/group/Flying_Hams;_ylc=X3oDMTJmZGV2cmw3BF9TAzk3MzU5NzE0BGdycElkAzE3MzQ2NDMzBGdycHNwSWQDMTcwNTA2MzEwOARzZWMDdnRsBHNsawN2Z2hwBHN0aW1lAzExNzMzNDE3NTg->
Give Back

Yahoo! for Good
<http://us.lrd.yahoo.com/_ylc=X3oDMTJuZ2lhdWNhBF9TAzk3MzU5NzE0BF9wAzEEZ3JwSWQDMTczNDY0MzMEZ3Jwc3BJZAMxNzA1MDYzMTA4BHNlYwNuY21vZARzbGsDYnJhbmQEc3RpbWUDMTE3MzM0MTc1OA--;_ylg=1/SIG=11314uv3k/**http%3A//brand.yahoo.com/forgood>

Get inspired

by a good cause.

Y! Toolbar

Get it Free!
<http://us.lrd.yahoo.com/_ylc=X3oDMTJwZ3VzbHR1BF9TAzk3MzU5NzE0BF9wAzIEZ3JwSWQDMTczNDY0MzMEZ3Jwc3BJZAMxNzA1MDYzMTA4BHNlYwNuY21vZARzbGsDdG9vbGJhcgRzdGltZQMxMTczMzQxNzU4;_ylg=1/SIG=11c6dvmk9/**http%3A//toolbar.yahoo.com/%3F.cpdl=ygrps>

easy 1-click access

to your groups.

Yahoo! Groups

Start a group
<http://groups.yahoo.com/start;_ylc=X3oDMTJwdjZzMGRqBF9TAzk3MzU5NzE0BF9wAzMEZ3JwSWQDMTczNDY0MzMEZ3Jwc3BJZAMxNzA1MDYzMTA4BHNlYwNuY21vZARzbGsDZ3JvdXBzMgRzdGltZQMxMTczMzQxNzU4>

in 3 easy steps.

Connect with others.

.

<http://geo.yahoo.com/serv?s=97359714/grpId=17346433/grpspId=1705063108/msgId=442/stime=1173341758/nc1=1/nc2=2/nc3=3>

_____

No need to miss a message. Get
<http://us.rd.yahoo.com/evt=43910/*http://mobile.yahoo.com/mail> email
on-the-go
with Yahoo! Mail for Mobile. Get
<http://us.rd.yahoo.com/evt=43910/*http://mobile.yahoo.com/mail>
started.

445. Firefighters respond to airport emergency

Yahoo group: Flying_Hams
Date: 2007-03-28 05:09:14 UTC
From: Ugur DEMIROZ
Topic: 445 Message: 445

Evansville fire and rescue crews responded to a distress call from a plane that made an emergency landing at Evansville Regional Airport on Wednesday afternoon.

According to airport spokesman Nelson Bailes, the plane, a Delta connector flight carrying passengers from St. Louis to Cincinnati, had 54 people aboard.

The pilot declared an emergency after the cokpit began filling wth smoke and sought permission to land in Evansville, Bailes said.

The plane landed safely shortly after 5:30 p.m. Bailes said the passengers and crew all got off the plane safely and efforts were underway to arrange for another flight to take the passengers on to Cincinnati.

Bailes said officials were still investigating what caused the smoke in the cokpit.

This is new from FLIGHT305.com

Are you bored? Click and visit : phuki.com

446. Kingfisher plans to set up airline in US

Yahoo group: Flying_Hams
Date: 2007-03-28 05:05:06 UTC
From: Ugur DEMIROZ
Topic: 446 Message: 446

Kingfisher Airlines will soon be submitting its application for starting an airline in US that could fly to India. Airline chaiman and managing director Vijay Mallya said the final clearances could then take six to eight months. The airline has also asked the Indian government to relax the five-year rule for operating on international routes from India.

At present, a domestic airline can begin international flights if it has 20 aircraft and been operational for five years. "If the government is allowing foreign carriers to operate in India, it's logical they should allow us to go abroad. If that does not happen, I will fly from US to India and back," Mallya said.

447. hello to all

Yahoo group: Flying_Hams
Date: 2007-05-26 07:23:45 UTC
From: ricky_duncan11
Topic: 447 Message: 447

Hi my name is ricky kg9nk i am a moderator for this sight ... My
best friend Dan staarted this sight cause of great
reasons ....I hope all will stay active and chat freq.......i will
check ??????s daily so give me a yell ...Dan and I go way back
and both enjoy ham and flying well see ya all tomorrow 73s
pss.... I support this sight 100 percent and hope to see alot
more activity

448. Common Frequencies

Yahoo group: Flying_Hams
Date: 2007-05-28 04:43:10 UTC
From: Ryan
Topic: 448 Message: 448

Hello All!

I am new to this group and would like to know if there are certain HF/VHF frequencies used by other flying radio amateurs. Sometimes I operate on 2m FM/SSB when flying in Cessnas. Although the solar cycle is low, I would like to try operating on 20 or 17m with my FT-817 and a wire. Any advice?

73,

Ryan AB8XX

449. Re: [Flying_Hams] Common Frequencies

Yahoo group: Flying_Hams
Date: 2007-05-29 15:36:34 UTC
From: Clyde Murray
Topic: 448 Message: 449

Hey Ryan, welcome to the group, I have a Starduster too armature built and have been experimenting with HF with so far limited success. My first attempt was the traditional copper wire off the wing tip to the tail and then tail to back of fuselage. While this kinda worked it was not enough wire. My latest attempt is to attach an MP-1 to the main landing gear and trail it rear wards towards the tail wheel. Let me know what you have tried and what success you have had.

Regards
Clyde VE7SVC

----- Original Message ----
From: Ryan <portable_ham@...>
To: Flying_Hams@yahoogroups.com
Sent: Sunday, May 27, 2007 9:43:10 PM
Subject: [Flying_Hams] Common Frequencies

Hello All!

I am new to this group and would like to know if there are certain
HF/VHF frequencies used by other flying radio amateurs. Sometimes I
operate on 2m FM/SSB when flying in Cessnas. Although the solar cycle
is low, I would like to try operating on 20 or 17m with my FT-817 and
a wire. Any advice?

73,

Ryan AB8XX

Bored stiff? Loosen up...
Download and play hundreds of games for free on Yahoo! Games.
http://games.yahoo.com/games/front

450. Brazilian Seeks to Indict 2 Pilots in 2006 Collision

Yahoo group: Flying_Hams
Date: 2007-05-31 07:37:48 UTC
From: Uğur DEMİRÖZ
Topic: 450 Message: 450

A prosecutor sought formal charges on Friday against two American pilots and four Brazilian air-traffic controllers involved in a collision that left 154 people dead. It was the worst crash ever in Brazil.

The prosecutor, Thiago Lemos de Andrade, asked a federal judge to indict the pilots, Joseph Lepore and Jan Paul Paladino, on charges of involuntary manslaughter and exposing an aircraft to danger, crimes punishable by one to three years in prison, said his press officer, Leonita Violato.

The pilots were flying an Embraer Legacy 600 executive jet on Sept. 29, 2006, when it collided with a Boeing 737, sending the larger plane crashing into the rain forest, killing everyone on board.

The Legacy, owned by ExcelAire, of Ronkonkoma, N.Y., was on its inaugural trip to the United States, and landed safely. The pilots were released only after promising to return to Brazil for any court action.

Ms. Violato said the judge's decision could come at any time. In Brazil, judges decide whether to proceed with prosecutions.

The Brazilian authorities have accused the pilots of playing a role in the crash, saying they exercised a "lack of caution." Joel R. Weiss, an American lawyer representing the pilots, said they were innocent.

The authorities have conceded that the air-traffic controllers on duty at the time share some blame. But they maintain that the pilots should have noticed that the Legacy's transponder was not transmitting a signal with its location for 55 minutes before the collision.

Mr. Andrade also sought to bring charges against the traffic controllers, who are air force personnel.

---

www.flight305.com

451. Re: [Flying_Hams] Common Frequencies

Yahoo group: Flying_Hams
Date: 2007-06-01 01:17:44 UTC
From: David Harris
Topic: 448 Message: 451

Question: What if you connected a 102" wire to the landing gear (deploying it once you are airborne of course). Would something like that work?

Just curious, I am studying for the written for my private pilot.

73's

David
WB1BPV

Clyde Murray <clyde_murray@...> wrote:
Hey Ryan, welcome to the group, I have a Starduster too armature built and have been experimenting with HF with so far limited success. My first attempt was the traditional copper wire off the wing tip to the tail and then tail to back of fuselage. While this kinda worked it was not enough wire. My latest attempt is to attach an MP-1 to the main landing gear and trail it rear wards towards the tail wheel. Let me know what you have tried and what success you have had.

Regards
Clyde VE7SVC

----- Original Message ----
From: Ryan <portable_ham@...>
To: Flying_Hams@yahoogroups.com
Sent: Sunday, May 27, 2007 9:43:10 PM
Subject: [Flying_Hams] Common Frequencies

Hello All!

I am new to this group and would like to know if there are certain
HF/VHF frequencies used by other flying radio amateurs. Sometimes I
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is low, I would like to try operating on 20 or 17m with my FT-817 and
a wire. Any advice?

73,

Ryan AB8XX

Don't be flakey. Get Yahoo! Mail for Mobile and
always stay connected to friends.

Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us.

452. Wellcome to Turkey...

Yahoo group: Flying_Hams
Date: 2007-06-06 06:51:44 UTC
From: Uğur DEMİRÖZ
Topic: 452 Message: 452

http://www.alpalper.com/kitap/kitap.html <- This is a project...
Photos taken from 1000 feet with Cessna and paragliding...

When you open this page, you can navigate with Geri and Ileri buttons
Geri = Previous
Ileri = Next
Sorry but I could not find this book's english version
But you will love these pictures

Also more Turkey pics : http://pbase.com/dosseman/root

Ugur

453. Re: [Flying_Hams] Wellcome to Turkey...

Yahoo group: Flying_Hams
Date: 2007-06-07 02:54:16 UTC
From: kk6mm@aol.com
Topic: 452 Message: 453

Ugur-

Great pictures! Thanks for sharing the views of your country.

73

Jim Bremer KK6MM

********** See what's free at http://www.aol.com.

454. Re: [Flying_Hams] Wellcome to Turkey...

Yahoo group: Flying_Hams
Date: 2007-06-07 11:16:38 UTC
From: Jim Muse
Topic: 452 Message: 454

Ugur,

What terrific photos, and a wonderful presentation of them.

Thanks for posting them.

Jim WB6KKG
>
>

--

Jim Muse

CEO

Muse Presentation Technologies

3510 So. Susan Street

Santa Ana, CA 92704

TF: 800.950.4955

PH: 714.850.1008

FX: 714.850.1018

jim.muse@... <mailto:jim.muse@...>

www.museprestech.com <http://www.museprestech.com/>

455. Re: [Flying_Hams] Common Frequencies

Yahoo group: Flying_Hams
Date: 2007-06-08 21:21:40 UTC
From: rshaub@juno.com
Topic: 448 Message: 455

HI Guys,
When I started flying back in the forties there were no VHF frequencies
for aircraft. We used 3.105 MHz. to call the towers. All on the same
frequency as I remember. We used "trailing antennas" this was a wire
antenna cut for near 3 MHz. that was carried on a motorized reel in the
inside the airplane near the tail. There was a small cone shaped device
that was pulled up against the tail just just above the tail wheel.
When you wanted to transmit you released the tension on the reel and
the cone pulled the antenna out behind the airplane like a drag chute.
This would give you a full half wave on 3 MHz. Same guys would deploy
the antenna then hit the mic button and slowly start the reel motor to
rewind the antenna and watch the plate current for a dip when the
antenna was at the half wave length. You would always have to rewind
the antenna before landing. All tower transmitted in the 200KHz. freq.
range. and the same antenna worked O.K. for receiving
73de W3AXC

Click to save thousands on LASIK eye surgery.
http://track.juno.com/s/lc?u=http://tagline.untd.us/fc/CAaCX09u6YhxWTYn11dLpqwWvECvXlWC/

456. Re: [Flying_Hams] Common Frequencies

Yahoo group: Flying_Hams
Date: 2007-06-09 21:12:00 UTC
From: Clyde Murray
Topic: 448 Message: 456

Hi David, ya that would probably work but you do need to insulate it from the airframe as the air frame will act as the counter poise. The problem is 102" of wire is hard to place in a small roll and have it conveniently located for deployment on my Starduster.

----- Original Message ----
From: David Harris <wb1bpv@...>
To: Flying_Hams@yahoogroups.com
Sent: Thursday, May 31, 2007 6:17:44 PM
Subject: Re: [Flying_Hams] Common Frequencies

Question: What if you connected a 102" wire to the landing gear (deploying it once you are airborne of course). Would something like that work?

Just curious, I am studying for the written for my private pilot.

73's

David
WB1BPV

Clyde Murray <clyde_murray@ yahoo.com> wrote:
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Regards
Clyde VE7SVC

----- Original Message ----
From: Ryan <portable_ham@ yahoo.com>
To: Flying_Hams@ yahoogroups. com
Sent: Sunday, May 27, 2007 9:43:10 PM
Subject: [Flying_Hams] Common Frequencies

Hello All!

I am new to this group and would like to know if there are certain
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a wire. Any advice?

73,

Ryan AB8XX

Don't be flakey. Get Yahoo! Mail for Mobile and
always stay connected to friends.

Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us.

Yahoo! oneSearch: Finally, mobile search
that gives answers, not web links.
http://mobile.yahoo.com/mobileweb/onesearch?refer=1ONXIC

458. Hi

Yahoo group: Flying_Hams
Date: 2007-08-04 02:47:44 UTC
From: Daniel
Topic: 33 Message: 458

Hello, I am a new member of the flying_hams group!!! My name is Dan, and I have a very specific question: Is anyone in the group from Connecticut, preferably down in Faifield county. Also, how much flying do you do? Any trips down to the Georgia area, preferably Perry, GA, actually?

Let me know, thanks, Dan

Boardwalk for $500? In 2007? Ha!
Play Monopoly Here and Now (it's updated for today's economy) at Yahoo! Games.

463. Re: Five Stock Investing Tips To Make Money Online

Yahoo group: Flying_Hams
Date: 2007-10-11 13:30:24 UTC
From: Stu Bryant
Topic: 460 Message: 463

Amen! Moderators! PLEASE stop the spammer!
Stu KD6NEM

--- In Flying_Hams@yahoogroups.com, "ccpixton" <KC9EIZ@...> wrote:
>
> Hey Folks - let's stop this guy - I don't need more spam!!
>
>
>
> --- In Flying_Hams@yahoogroups.com, cane exuye <caneexuye@> wrote:
> >
> > Are you looking to make money off the stock market?
<snip>

467. Who's Minding The Store????

Yahoo group: Flying_Hams
Date: 2007-10-14 14:33:44 UTC
From: ccpixton
Topic: 467 Message: 467

Enough with the spam!! Mr Moderator can we block the spammers PLEASE!!!

474. SPAM

Yahoo group: Flying_Hams
Date: 2007-10-20 04:07:01 UTC
From: Jim
Topic: 474 Message: 474

I am going to go to Special Notice for the time being. At least till the spam is dealt with.

Thanks
Jim

481. Re: [Flying_Hams] Digest Number 123

Yahoo group: Flying_Hams
Date: 2007-10-25 12:42:24 UTC
From: sputNick
Topic: 481 Message: 481
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

487. Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 16:21:28 UTC
From: Daniel
Topic: 356 Message: 487

Hi Everyone....well, as much as I hate to admit, I have neglected this group badly. No excuse, just so many things going on. I see we have a TON of spam, and I apologize. If anyone is still out there, I am going to try to fix this and get this group back up and running for it's sole purpose...bringing Hams that fly or are interested in flying together. I made a major mistake by neglecting this as we appear to have a ton of spam. I dont know if there is any interest left, or if I can...but I will try. Is there anyone still actively paying attention to this group? My time IS limited, but would anyone be interested in helping me moderate this group??

Dan N9WX

488. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 16:29:06 UTC
From: ed palmer
Topic: 356 Message: 488

Hi Dan,

I don't check the list very often as I have the e-mail
option selected to alert me of activity. I think it's
still a good idea for a group.

My $.02,

Ed Palmer N0EHQ, Sonex N264SX

--- Daniel <n9wx_dan@...> wrote:

> Hi Everyone....well, as much as I hate to admit, I
> have neglected this
> group badly. No excuse, just so many things going
> on. I see we have a
> TON of spam, and I apologize. If anyone is still
> out there, I am
> going to try to fix this and get this group back up
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> it's sole purpose...bringing Hams that fly or are
> interested in flying
> together. I made a major mistake by neglecting this
> as we appear to
> have a ton of spam. I dont know if there is any
> interest left, or if I
> can...but I will try. Is there anyone still actively
> paying attention
> to this group? My time IS limited, but would anyone
> be interested in
> helping me moderate this group??
>
> Dan N9WX
>
>

Never miss a thing. Make Yahoo your home page.
http://www.yahoo.com/r/hs

489. Test...

Yahoo group: Flying_Hams
Date: 2008-03-22 16:42:26 UTC
From: Daniel
Topic: 489 Message: 489

I am just setting up a new email folder and making sure it works

Dan

490. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 16:41:41 UTC
From: Nik Read
Topic: 356 Message: 490

HI Daniel,

Nice to hear from You.

Whilst having flown gliders but never held a powered license Myself I still am a member of the group and have noticed the lack of activity from everyone but the spammers!!..

My background is in Avionics and the restoration of Museum Aircraft. I am currently involved with Brooklands Museum in the UK . www.brooklands100.org working on everything from Concorde to the Bleriot. Last Wednesday working on The Vickers Vimy that flew the Atlantic in 2005,

Have been licensed as a ham since 1989 as G7DND and from 2001 as M5DND. Of course, here in the UK we are not permitted to transmit on the ham bands whilst in the air sadly as I think the fun bit would be how/where to put a decent HF antenna!!, something that Clyde VE7SVC was trying to do recently!. .

I could possibly help You with Moderating if no one else comes forward.

I hope the board becomes more active as the summer (in the northern hemisphere!) approaches.

Regards to all,
Nik M5DND

491. Re: Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 16:50:19 UTC
From: Daniel
Topic: 356 Message: 491

Hi Nik...Nice to hear from you as well. Well, flying a glider is something I would like to try sometime as well. I am a CFII, and Comm Multi-engine pilot. That's my back ground. I am the Director of Operations for an aviation company. I appreciate your offer for helping moderate. I can use some help. Preferably I think there should be 3 or 4 of us...so that beween us that many we can get everything done. I have turned on the moderation of members joining as well as ALL posts for now, until we get rid of some of these SPAM members. I tell you what, we'll give this a few days and see if anyone wants to help. I will add you to the moderator list now.
Dan

--- In Flying_Hams@yahoogroups.com, "Nik Read" <g7dnd.nread@...> wrote:

> HI Daniel
>
> Nice to hear from You.
>
> Whilst having flown gliders but never held a powered license Myself I still
> am a member of the group and have noticed the lack of activity from everyone
> but the spammers!!..
>
> My background is in Avionics and the restoration of Museum Aircraft. I am
> currently involved with Brooklands Museum in the UK . www.brooklands100.org
> working on everything from Concorde to the Bleriot. Last Wednesday working
> on The Vickers Vimy that flew the Atlantic in 2005,
>
> Have been licensed as a ham since 1989 as G7DND and from 2001 as M5DND.
> Of course, here in the UK we are not permitted to transmit on the ham bands
> whilst in the air sadly as I think the fun bit would be how/where to put a
> decent HF antenna!!, something that Clyde VE7SVC was trying to do recently!.
> .
>
> I could possibly help You with Moderating if no one else comes

forward.
>
> I hope the board becomes more active as the summer (in the northern
> hemisphere!) approaches.
>
> Regards to all,
> Nik M5DND
>

492. Re: Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 17:02:57 UTC
From: Daniel
Topic: 356 Message: 492

Hi Ed...thanks. Would you be interested in helping moderate this list with Nik and I?? We could use the help. It's the ONLY way to keep this from happening again.

73,
Dan N9WX

--- In Flying_Hams@yahoogroups.com, ed palmer <flhtci97@...> wrote:
>
> Hi Dan,
>
> I don't check the list very often as I have the e-mail
> option selected to alert me of activity. I think it's
> still a good idea for a group.
>
> My $.02,
>
> Ed Palmer N0EHQ, Sonex N264SX
>
> --- Daniel <n9wx_dan@...> wrote:
>
> > Hi Everyone....well, as much as I hate to admit, I
> > have neglected this
> > group badly. No excuse, just so many things going
> > on. I see we have a
> > TON of spam, and I apologize. If anyone is still
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> > together. I made a major mistake by neglecting this
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> > interest left, or if I
> > can...but I will try. Is there anyone still actively
> > paying attention
> > to this group? My time IS limited, but would anyone
> > be interested in
> > helping me moderate this group??
> >
> > Dan N9WX
> >
> >
>

>
>
>

> Never miss a thing. Make Yahoo your home page.
> http://www.yahoo.com/r/hs
>

493. QST QST QST!!!

Yahoo group: Flying_Hams
Date: 2008-03-22 17:17:10 UTC
From: Daniel
Topic: 493 Message: 493

I am sorry for the lack of moderation, apparently the other person I had helping before had been neglecting this as well. I do apologize for ALL the spam and lack of attention. I now have someone helping me, but would like to have about 2 more moderators to help as I know we ALL have lives. I hope everyone has been well, and is getting for Spring and Summer and FLYING. I will keep the new member AND message approval ON until I have the Spammers weeded out, and even after will leave the new member approval ON from now on...that was HUGE mistake I WONT make again. Thanks and I hope you will all become active again and we can get some fun actities going.

73,
Dan N9WX

494. Add more photos!

Yahoo group: Flying_Hams
Date: 2008-03-22 17:19:14 UTC
From: Daniel
Topic: 494 Message: 494

Everyone...please add more photos of your aircraft and or stations. We all love to see aircraft and LARGE antennas! LOL. I will have some new ones on shortly.

Dan N9WX

495. New poll for Flying_Hams

Yahoo group: Flying_Hams
Date: 2008-03-22 17:22:39 UTC
From: Flying_Hams@yahoogroups.com
Topic: 370 Message: 495

Enter your vote today! A new poll has been created for the
Flying_Hams group:

What is your favorite time of year to fly?

o Summer
o Winter
o Spring
o Fall

To vote, please visit the following web page:
http://groups.yahoo.com/group/Flying_Hams/surveys?id=12738306

Note: Please do not reply to this message. Poll votes are
not collected via email. To vote, you must go to the Yahoo! Groups
web site listed above.

Thanks!

496. RE: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 18:28:57 UTC
From: Jim
Topic: 356 Message: 496

Dan

I am still interested in the group and would like to see it keep going. I also am willing to help with the moderation of the group. I do run a few other groups including one with a little more than 1100 members.

I received my license in 1995, and while not a pilot, I do work at a small airport in the Detroit Michigan area and love being around aircraft.

Thanks

Jim

Kc8bdr

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Daniel
Sent: Saturday, March 22, 2008 12:21 PM
To: Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] Hi Everyone

Hi Everyone....-well, as much as I hate to admit, I have neglected this group badly. No excuse, just so many things going on. I see we have a TON of spam, and I apologize. If anyone is still out there, I am going to try to fix this and get this group back up and running for it's sole purpose...bringing Hams that fly or are interested in flying together. I made a major mistake by neglecting this as we appear to have a ton of spam. I dont know if there is any interest left, or if I can...but I will try. Is there anyone still actively paying attention to this group? My time IS limited, but would anyone be interested in helping me moderate this group??

Dan N9WX

No virus found in this incoming message.
Checked by AVG.
Version: 7.5.519 / Virus Database: 269.21.8/1337 - Release Date: 3/20/2008 8:10 PM

No virus found in this outgoing message.
Checked by AVG.
Version: 7.5.519 / Virus Database: 269.21.8/1337 - Release Date: 3/20/2008 8:10 PM

497. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 20:44:33 UTC
From: Scott
Topic: 356 Message: 497

Pretty easy to put a 10M "long wire" and tuner on a plane, even as small as mine! (Corben Junior Ace)...

We're lucky we can do that stuff over here. I even had a 439 MHz ATV transmitter mounted on my wing strut many years ago...

Scott
N0EDV

Nik Read wrote:

> HI Daniel,
>
> Nice to hear from You.
>
> Whilst having flown gliders but never held a powered license Myself I
> still am a member of the group and have noticed the lack of activity
> from everyone but the spammers!!..
>
> My background is in Avionics and the restoration of Museum Aircraft. I
> am currently involved with Brooklands Museum in the UK .
> www.brooklands100.org <http://www.brooklands100.org/> working on
> everything from Concorde to the Bleriot. Last Wednesday working on
> The Vickers Vimy that flew the Atlantic in 2005,
>
> Have been licensed as a ham since 1989 as G7DND and from 2001 as M5DND.
> Of course, here in the UK we are not permitted to transmit on the ham
> bands whilst in the air sadly as I think the fun bit would be
> how/where to put a decent HF antenna!!, something that Clyde VE7SVC
> was trying to do recently!...
>
> I could possibly help You with Moderating if no one else comes forward.
>
> I hope the board becomes more active as the summer (in the northern
> hemisphere!) approaches.
>
> Regards to all,
> Nik M5DND
>
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>
>

--
Scott
http://corbenflyer.tripod.com
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

498. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-22 20:41:52 UTC
From: Scott
Topic: 356 Message: 498

I'm still here. Too many other groups of my own to have the time to help out, but I trust someone might be able to help you out...

Scott
N0EDV

Daniel wrote:

> Hi Everyone....well, as much as I hate to admit, I have neglected this
> group badly. No excuse, just so many things going on. I see we have a
> TON of spam, and I apologize. If anyone is still out there, I am
> going to try to fix this and get this group back up and running for
> it's sole purpose...bringing Hams that fly or are interested in flying
> together. I made a major mistake by neglecting this as we appear to
> have a ton of spam. I dont know if there is any interest left, or if I
> can...but I will try. Is there anyone still actively paying attention
> to this group? My time IS limited, but would anyone be interested in
> helping me moderate this group??
>
> Dan N9WX
>
>

--
Scott
http://corbenflyer.tripod.com
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

499. Tail Draggers

Yahoo group: Flying_Hams
Date: 2008-03-23 00:52:43 UTC
From: johnny_538at
Topic: 499 Message: 499

I'd long since given up on this group and avoided it because of all the spammers. The "unsubscribe" link doesn't work so it looked like I was going to be a member of this group forever.

Now that there is some activity from folks who have an interest in something other than selling and victimizing online participants, I believe I'll hang in here. I can help out. I'm presently the global moderator for another site and have some experience.

On other topics, I have my extra class ham ticket and run a Jupiter 538AT and a Ten Tec Scout for backup. Have had my private SEL rating since the mid-sixties and owned a pair of Stinson 108 Voyagers. I'm retired now and can't maintain aircraft on my pension so am more active on the radio than I am in flying these days. I'll add a couple of photos for those who aren't familiar with what a Stinson looks like.

[IMG]http://i12.photobucket.com/albums/a201/XLente/Stinson2.jpg[/IMG]

[IMG]http://i12.photobucket.com/albums/a201/XLente/Stinson1.jpg[/IMG]

500. Re: Tail Draggers

Yahoo group: Flying_Hams
Date: 2008-03-23 01:29:01 UTC
From: Daniel
Topic: 499 Message: 500

Hi...thanks for your offer. Yeah, it needs some help and I want to get the spamming members weeded out. So, for now, I want the approve messages as well as the approve members left on. I will make you a moderator, and would appreciate the help. That will be 4 of us now, we'll leave it at that for now. Thank-you. Let's make this group a GREAT ONE!!

73,
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, "johnny_538at" <xkecho@...> wrote:
>
>
> I'd long since given up on this group and avoided it because of all the
> spammers. The "unsubscribe" link doesn't work so it looked like I was

> going to be a member of this group forever.
>
>
>
> Now that there is some activity from folks who have an interest in
> something other than selling and victimizing online participants, I
> believe I'll hang in here. I can help out. I'm presently the global
> moderator for another site and have some experience.
>
>
>
> On other topics, I have my extra class ham ticket and run a Jupiter
> 538AT and a Ten Tec Scout for backup. Have had my private SEL rating
> since the mid-sixties and owned a pair of Stinson 108 Voyagers. I'm
> retired now and can't maintain aircraft on my pension so am more active
> on the radio than I am in flying these days. I'll add a couple of
> photos for those who aren't familiar with what a Stinson looks like.
>
> [IMG]http://i12.photobucket.com/albums/a201/XLente/Stinson2.jpg [/IMG]
>
> [IMG]http://i12.photobucket.com/albums/a201/XLente/Stinson1.jpg

[/IMG]
>

501. Re: Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-23 06:22:22 UTC
From: Dan
Topic: 356 Message: 501

I'm more the willing to help moderate the group. I know how hard it is too keep interest going. I have run the Ham radio operators breakfast at Airventure the last few years and it has been a topic of discussion every year. If you need help please just ask.

Dan, N9LVS
--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx_dan@...> wrote:
>
> Hi Everyone....well, as much as I hate to admit, I have neglected this
> group badly. No excuse, just so many things going on. I see we have a
> TON of spam, and I apologize. If anyone is still out there, I am
> going to try to fix this and get this group back up and running for
> it's sole purpose...bringing Hams that fly or are interested in flying
> together. I made a major mistake by neglecting this as we appear to
> have a ton of spam. I dont know if there is any interest left, or if I
> can...but I will try. Is there anyone still actively paying attention
> to this group? My time IS limited, but would anyone be interested in
> helping me moderate this group??
>
> Dan N9WX
>

502. APRS flight tracking

Yahoo group: Flying_Hams
Date: 2008-03-23 12:41:18 UTC
From: FlyinDoc
Topic: 502 Message: 502

Here's a message I recently sent to friends and family; can't believe my oversight in not posting it here as well.

APRS is a neat application of amateur radio to the flying hobby, a boon to safety, and a great way to involve friends with internet access in both the ham and aviation worlds.

>>>Here is a link that can be used to track my plane flights in real-time, when conditions are right (as in: enough altitude, I've remembered to switch the beacon on, the APRS digipeater network isn't overloaded, etc.) If you think you hear me overhead, go to this site and see if I'm over your house :-) Another of the wonders of ham radio...

http://www.mail2600.com/cgi-bin/ui.cgi?call=N30YD

Clicking on an individual track point will open a dialog balloon that shows the altitude, speed, course and date/time for that moment. In these mountains where I do most of my flying, tracker coverage is not reliable below several thousand feet up, so my low-level passes, takeoffs and landings will be "off the radar" ;-(<<<

For some reason this web site shows the airplane map symbols pointed backwards to the route of flight, but it's not my site so I can't fix it even if I knew how.

With a less unwieldy URL, this type of thing would make a great addition to the "comments" section of a VFR flight plan..."live tracking available via internet at www.*****"

Best hundred bucks I ever spent on aviation.

Bill N4DLN / RV-6A N30YD

503. Re: [Flying_Hams] APRS flight tracking

Yahoo group: Flying_Hams
Date: 2008-03-23 18:45:21 UTC
From: Clyde Murray
Topic: 502 Message: 503

Glad to see this group rise from the ashes like a Phoenix. Two areas I,m very interested in are, HF in aircraft and APRS. I have made several attempts to put an HF antenna on my Biplane some total failures and some with limited success. Several years ago I applied to Industry Canada for a license to operate a frequency on 60 Meters. They approved a frequency for me and I have been paying them a fee every year for it's use. The biggest challenge is getting an antenna long enough to match up with 60 meters, yet not have the airplane look stupid. I wish I had thought of this HF idea during the building phase and probably could have Incorporated some strategies ahead of time. My latest attempt has been to attach a mounting bracket on the RH landing gear and attach a MP-1 http://www.superantennas.com/ horizontal under the fuselage. I still haven't had a chance to test out this method but hope to this summer.
I have put an APRS in the baggage compartment and a small 1/4 wave out the top and had a couple of hams "track" me as I made my way around the area. To me this has the potential to replace the famed "ELT" but then not all pilots are amateur radio folks. I was using an "AWT" tracker but the manufacture has gone into more lucrative ventures and I feel mine could us an up grade. I will probably go for the Tiny track 3 and see how that one works. Other than that glad the group is back.

Clyde
VE7SVC

Visit Your Group
Share Photos
Put your favorite
photos and
more online.
Find helpful tips
for Moderators
on the Yahoo!
Groups team blog.
Yahoo! Groups
Women of Curves
Discuss food, fitness
and weight loss..

Never miss a thing. Make Yahoo your home page.
http://www.yahoo.com/r/hs

504. Re: Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-23 20:10:44 UTC
From: ccpixton
Topic: 356 Message: 504

Dan Et All Hello!!

Please do keep both the moderator function and the group going..........

Chris / KC9EIZ

505. Re: [Flying_Hams] Hi Everyone

Yahoo group: Flying_Hams
Date: 2008-03-23 21:30:48 UTC
From: Joe Belany
Topic: 356 Message: 505

I'm still sitting here watching the group too! Haven't done much flying or ham radio lately, but still interested.

Joe
AI9Z

----- Original Message ----
From: Daniel <n9wx_dan@...>
To: Flying_Hams@yahoogroups.com
Sent: Saturday, March 22, 2008 11:21:28 AM
Subject: [Flying_Hams] Hi Everyone

Hi Everyone.... well, as much as I hate to admit, I have neglected this group badly. No excuse, just so many things going on. I see we have a TON of spam, and I apologize. If anyone is still out there, I am going to try to fix this and get this group back up and running for it's sole purpose...bringing Hams that fly or are interested in flying together. I made a major mistake by neglecting this as we appear to have a ton of spam. I dont know if there is any interest left, or if I can...but I will try. Is there anyone still actively paying attention to this group? My time IS limited, but would anyone be interested in helping me moderate this group??

Dan N9WX

<!--

#ygrp-mkp{
border:1px solid #d8d8d8;font-family:Arial;margin:14px 0px;padding:0px 14px;}
#ygrp-mkp hr{
border:1px solid #d8d8d8;}
#ygrp-mkp #hd{
color:#628c2a;font-size:85%;font-weight:bold;line-height:122%;margin:10px 0px;}
#ygrp-mkp #ads{
margin-bottom:10px;}
#ygrp-mkp .ad{
padding:0 0;}
#ygrp-mkp .ad a{
color:#0000ff;text-decoration:none;}
-->

<!--

#ygrp-sponsor #ygrp-lc{
font-family:Arial;}
#ygrp-sponsor #ygrp-lc #hd{
margin:10px 0px;font-weight:bold;font-size:78%;line-height:122%;}

```
#ygrp-sponsor #ygrp-lc .ad{
margin-bottom:10px;padding:0 0;}
-->

<!--

#ygrp-mlmsg {font-size:13px;font-family:arial, helvetica, clean, sans-serif;}
#ygrp-mlmsg table {font-size:inherit;font:100%;}
#ygrp-mlmsg select, input, textarea {font:99% arial, helvetica, clean, sans-serif;}
#ygrp-mlmsg pre, code {font:115% monospace;}
#ygrp-mlmsg * {line-height:1.22em;}
#ygrp-text{
font-family:Georgia;
}
#ygrp-text p{
margin:0 0 1em 0;}
#ygrp-tpmsgs{
font-family:Arial;
clear:both;}
#ygrp-vitnav{
padding-top:10px;font-family:Verdana;font-size:77%;margin:0;}
#ygrp-vitnav a{
padding:0 1px;}
#ygrp-actbar{
clear:both;margin:25px 0;white-space:nowrap;color:#666;text-align:right;}
#ygrp-actbar .left{
float:left;white-space:nowrap;}
.bld{font-weight:bold;}
#ygrp-grft{
font-family:Verdana;font-size:77%;padding:15px 0;}
#ygrp-ft{
font-family:verdana;font-size:77%;border-top:1px solid #666;
padding:5px 0;
}
#ygrp-mlmsg #logo{
padding-bottom:10px;}

#ygrp-reco {
margin-bottom:20px;padding:0px;}
#ygrp-reco #reco-head {
font-weight:bold;color:#ff7900;}

#reco-grpname{
font-weight:bold;margin-top:10px;}
#reco-category{
font-size:77%;}
#reco-desc{
font-size:77%;}

#ygrp-vital{
background-color:#e0ecee;margin-bottom:20px;padding:2px 0 8px 8px;}
```

```
#ygrp-vital #vithd{
font-size:77%;font-family:Verdana;font-weight:bold;color:#333;text-transform:uppercase;}
#ygrp-vital ul{
padding:0;margin:2px 0;}
#ygrp-vital ul li{
list-style-type:none;clear:both;border:1px solid #e0ecee;
}
#ygrp-vital ul li .ct{
font-weight:bold;color:#ff7900;float:right;width:2em;text-align:right;padding-right:.5em;}
#ygrp-vital ul li .cat{
font-weight:bold;}
#ygrp-vital a{
text-decoration:none;}

#ygrp-vital a:hover{
text-decoration:underline;}

#ygrp-sponsor #hd{
color:#999;font-size:77%;}
#ygrp-sponsor #ov{
padding:6px 13px;background-color:#e0ecee;margin-bottom:20px;}
#ygrp-sponsor #ov ul{
padding:0 0 0 8px;margin:0;}
#ygrp-sponsor #ov li{
list-style-type:square;padding:6px 0;font-size:77%;}
#ygrp-sponsor #ov li a{
text-decoration:none;font-size:130%;}
#ygrp-sponsor #nc{
background-color:#eee;margin-bottom:20px;padding:0 8px;}
#ygrp-sponsor .ad{
padding:8px 0;}
#ygrp-sponsor .ad #hd1{
font-family:Arial;font-weight:bold;color:#628c2a;font-size:100%;line-height:122%;}
#ygrp-sponsor .ad a{
text-decoration:none;}
#ygrp-sponsor .ad a:hover{
text-decoration:underline;}
#ygrp-sponsor .ad p{
margin:0;}
o{font-size:0;}
.MsoNormal{
margin:0 0 0 0;}
#ygrp-text tt{
font-size:120%;}
blockquote{margin:0 0 0 4px;}
.replbq{margin:4;}
-->

_____________________________________________________________________________
Looking for last minute shopping deals?
Find them fast with Yahoo! Search.
```

http://tools.search.yahoo.com/newsearch/category.php?category=shopping

506. Vigo County Nostalgia (Indiana)

Yahoo group: Flying_Hams
Date: 2008-03-24 00:09:24 UTC
From: johnny_538at
Topic: 506 Message: 506

Daniel provided the picture taken at Terre Haute that really got me to thinking about the old days when I'd fly from Kokomo (OKK) down to Brownie's Sky King Airport. On final approach you're right over the top of a housing subdivision and upon passing the threshold, you're flying right down between the hangars to make your flare out. The first time or two it was a bit distracting coming in there.

Most of you'uns probably remember Kirby Grant, better known as Skylar King. Well it was Herman Brown (Brownie) that flew the Cessna 310 Songbird for Grant. (Actually, Kirby Grant wasn't a pilot in those days I don't know if he ever got his ticket or not.)

Anybody remember the name of Sky King's niece? Or her boyfriend? Do you remember what she called Sky King? How many points on the crown logo on Sky King's plane?

Those were the days! Brownie told me that Kirby Grant had bought almost all the Sky King films and that he was in process of having them colorized at the time of his death. They must still exist someplace. (?)

If you weren't into old films, you might still be familiar with "Larry Bird" of the Celtics who was a native of Terre Haute. I stopped for a haircut one day and the local barber had a canary there to entertain patrons while they waited. One little boy asked, "Hey mister? What's your bird's name?"
"Larry. Larry Bird."
Of course!
You've no doubt heard of IFR (I Follow Railroads)? Well, for sure; there was a railroad track between Terre Haute and Kokomo that was the most prominent feature on the ground in those days. Just line up on the track and enjoy the ride.

Johnny

507. WE HAVE MODERATORS

Yahoo group: Flying_Hams
Date: 2008-03-24 01:53:21 UTC
From: Daniel
Topic: 507 Message: 507

Hi Everyone...I'd like to announce we now have 5 moderators including myself. So, you will not have to worry about the Spam any longer...we are on the prowl! We will be approving ALL new members from now on and ALL messages too, at least for the time being. My thanks to:
Nik M5DND
Jim KC8BDR
Dan N9LVS
Johnny W4XKE

for stepping forward to help me keep a watchful eye over the group.

Thanks and 73,
Dan N9WX

508. NEW MEMBER

Yahoo group: Flying_Hams
Date: 2008-03-24 01:57:31 UTC
From: Daniel
Topic: 508 Message: 508

A Special hello to our newest member and my buddy...Jeremy W5TFD. I know for a fact that Jeremy is not a pilot (yet) but like myself, is a helicopter freak and he's a great asset to Amateur radio...everyone please welcome Jeremy to this great group.

73,
Daniel N9WX

509. RE: [Flying_Hams] NEW MEMBER

Yahoo group: Flying_Hams
Date: 2008-03-24 02:36:45 UTC
From: Jeremy Jones
Topic: 508 Message: 509

Thanks Dan and everyone else! I've really enjoyed being involved with Amateur Radio and now seeking to get involved with Amateur Radio: When Pigs Fly..lol! I hope to soon advance to General and Extra classes. I may even look into getting into aviation, hopefully! Thanks again Dan for being a great guy and HAM.

510. The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-03-24 16:23:21 UTC
From: johnny_538at
Topic: 510 Message: 510

(Steve Fossett's Flight Plan)
http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts-fl\
ight.html
<http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts-f\
light.html>

Aircraft: Bellanca 8KCAB-180, registration: N240R
http://www.airport-data.com/aircraft/photo/012492.html
<http://www.airport-data.com/aircraft/photo/012492.html>

(NTSB Report)
http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-preliminary-re\
port-1-fatal/
<http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-preliminary-r\
eport-1-fatal/>

(Carson surveyor, team renew search for Steve Fossett)
http://www.rgj.com/apps/pbcs.dll/article?AID=/20080323/NEWS/803230357/13\
21
<http://www.rgj.com/apps/pbcs.dll/article?AID=/20080323/NEWS/803230357/1\
321>

I'll be the first to admit that I've never flown in Nevada, but
I still find it hard to imagine that a red, white and blue airplane
could just disappear from the face of the earth. I assisted in the
cyber search that enlisted thousands of us to visually inspect satellite
photos for evidence of Steve Fossett's wreckage. I'm convinced
that he did not fake his demise, given the circumstances and his
personal integrity.

It would seem to be a very possible task to calculate the radius of the
search area, based on fuel capacity and consumption and to locate the
plane in a reasonable amount of time. With all the assets of modern
technology at our disposal, how is it possible to lose an airplane; even
in Nevada? (It also brings into question the effectiveness of ELTs as
required equipment.)

Johnny

511. Re: [Flying_Hams] The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-03-24 17:46:24 UTC
From: Jim Muse
Topic: 510 Message: 511
Attachments: 1 described; binary payloads are missing from this source WARC

Johnny,

Thanks for the update on this indeed mysterious occurence.

Sooner or later, someone will stumble across the wreckage and will
figure out what happened.

The lesson here is that we all engage in a sport that can be hazardous
to your health... and this guy was an expert.

Be safe out there.

Jim
N1952M 1975 c-337G Skymaster
ASEL/S AMEL PRIVATE/IFR
WB6KKG

johnny_538at wrote:

> *(Steve Fossett's Flight Plan)
> *http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts-flight.html
>
> Aircraft: *Bellanca 8KCAB-180*, registration: *N240R
> *http://www.airport-data.com/aircraft/photo/012492.html
>
> *(NTSB Report)*
> http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-preliminary-report-1-fatal/
>
> *(Carson surveyor, team renew search for Steve Fossett)
> *http://www.rgj.com/apps/pbcs.dll/article?AID=/20080323/NEWS/803230357/1321
>
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> satellite photos for evidence of Steve Fossett's wreckage. I'm
> convinced that he did not fake his demise, given the circumstances and
> his personal integrity.
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> It would seem to be a very possible task to calculate the radius of
> the search area, based on fuel capacity and consumption and to locate
> the plane in a reasonable amount of time. With all the assets of
> modern technology at our disposal, how is it possible to lose an
> airplane; even in Nevada? (It also brings into question the
> effectiveness of ELTs as required equipment.)
>

> Johnny
>
>

512. Vimy Photos added and Steve Fosset

Yahoo group: Flying_Hams
Date: 2008-03-24 21:53:07 UTC
From: Nik Read
Topic: 512 Message: 512

Hi,

Just thought I would add a few of the pictures I took last Wednesday of the Vickers Vimy replica NX71MY. I am a volunteer at the Brooklands Museum in the UK and we have owned this aircraft since 2006. It had not flown since September 2005 (when I got my flight in her!) due to variuos paper work prblems. On the 19th March all was sorted so at around 17:15z the Vimy felt air beneath its wings, a glorious sight. See the flight at www.brooklands100.org and click on the Vimy link.

Some of You might realise that it was Steve Fosset that flew this Vimy across the Atlantic in 2005 and his name still appears on the side of the cockpit. Last year after we heard the news I had to remove some of his items from the cockpit before they went "missing". His name wiil remain on the Aircraft.. A sad loss.

Cheer's
Nik M5DND

513. Re: Vimy Photos added and Steve Fosset

Yahoo group: Flying_Hams
Date: 2008-03-25 00:54:02 UTC
From: johnny_538at
Topic: 512 Message: 513

Nik, M5DND,
It's great that you have opportunity to work with the museum and be a part of historical aviation. I can vaguely remember a magazine that I read with an article about a Vimy. They flew it on a re-creation of the original flight and had problems with clearance to overfly some countries. As I recall, the plane used a pair of Chevrolet V-8 engines and one of them failed on the flight and had to be replaced. (Should not have chosen Chevy's Hi Hi)
I believe that plane was painted in military olive drab rather than the colors on the plane in your pictures. (Very nice photos BTW. I wasn't aware of Fossett's involvement. He was into a lot of projects.)
Thanks for sharing them with us. Could you provide some information on the plane? Tell us your impression of the flight characteristics. We'll probably never have the opportunity to see it so your first-hand appraisal would be very interesting to us.

Johnny

--- In Flying_Hams@yahoogroups.com, "Nik Read" <g7dnd.nread@...> wrote:
>
>
> Hi,
>
> Just thought I would add a few of the pictures I took last Wednesday
> of the Vickers Vimy replica NX71MY. I am a volunteer at the Brooklands
> Museum in the UK and we have owned this aircraft since 2006. It had
> not flown since September 2005 (when I got my flight in her!) due to
> variuos paper work prblems. On the 19th March all was sorted so at
> around 17:15z the Vimy felt air beneath its wings, a glorious sight.
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> side of the cockpit. Last year after we heard the news I had to remove
> some of his items from the cockpit before they went "missing". His
> name wiil remain on the Aircraft.. A sad loss.
>
> Cheer's
> Nik M5DND
>

514. Re: Vimy Photos added and Steve Fosset

Yahoo group: Flying_Hams
Date: 2008-03-25 11:23:48 UTC
From: Nik Read
Topic: 512 Message: 514

Hi Johnny,

Well the "olive drab" Vimy that You read about is the one that
Brooklands Museum now owns. It was bulit in 1993/1994 in California
and painted in the olive drab (Green!!) and had the registration
G-EAOU (God Elp all of us! ItSeptember 1994 it flew from Farnborough,
UK to Australia It was painted in 1998/1999 to represent the "Silver
Queen" and flew from Brooklands to South Africa.
In 2005 it re-created the 1919 Alcock and Brown crossing of the
Atlantic in a Vimy, and was flow by Steve Fosset and Mark Rebholz.
Ah.. the Chevys... what memories!! Woken up early in Morning to hear
the news that Vimy had crashed, luckily proved to be only a forced
landing. Drive to Museum where we had the spare gearbox which we had
been told was the problem. Packed gearbox and dispatched it off to
Heathrow Airport. Much relief when all worked out OK.
Try this link for the more infomstion on all the flight story:
http://www.brooklands100.org/aviation/vimy/index.htm

In September 2005 When I flew in Her I was in the seat in front of
the crew, A fantastic position to fly in. What a view!! Looking back
at the props!!
All I can can say about how it flew is that it was surreal!!. I will
think more on this and get back to You!!
I will say that it was and still is a honour to be a part of the team
that looks after this aircraft and worked on it in 1994, 1999, and now
seem such a short time!

Right thats enough..

One day I would like to run the HF onboard the Vimy whilst it is on
the ground of course so You never know.........

Regards
Nik
M5DND

--- In Flying_Hams@yahoogroups.com, "johnny_538at" <xkecho@...> wrote:
>
> Nik, M5DND,
> It's great that you have opportunity to work with the museum and be a
> part of historical aviation. I can vaguely remember a magazine that
> I read with an article about a Vimy. They flew it on a re-creation
> of the original flight and had problems with clearance to overfly
> some countries. As I recall, the plane used a pair of Chevrolet V-8
> engines and one of them failed on the flight and had to be replaced.
> (Should not have chosen Chevy's Hi Hi)

> I believe that plane was painted in military olive drab rather than
> the colors on the plane in your pictures. (Very nice photos BTW. I
> wasn't aware of Fossett's involvement. He was into a lot of projects.)
> Thanks for sharing them with us. Could you provide some information
> on the plane? Tell us your impression of the flight
> characteristics. We'll probably never have the opportunity to see it
> so your first-hand appraisal would be very interesting to us.
>
> Johnny
>

515. New Member

Yahoo group: Flying_Hams
Date: 2008-03-25 23:34:22 UTC
From: Robert (Bob) Arnold
Topic: 59 Message: 515

Greetings All:

My name is Bob, I am an Extra Class HAM, I own 2 AC, a PA28-235 and a C310, I am IR and Hold a Rotor Craft rating (compliments of USA), I am a retired USA O5. have a 2 mtr setup in the 235 that works great. My Home QTH is the Daytona Beach, Florida Area.
Glad to be here.

516. Cessna 310 / PA28

Yahoo group: Flying_Hams
Date: 2008-03-26 02:02:20 UTC
From: johnny_538at
Topic: 59 Message: 516

Hello Bob,
Welcome to the group. I'd like to ask a question and you seem to be just the right fellow to ply this with; Concerning fuel management on the Piper and the Cessna:

On the two planes, do all tanks `run together' as in a C-172 now or is it necessary to switch tanks as fuel is consumed? These are `big iron' compared to the craft I have flown.

Johnny

--- In Flying_Hams@yahoogroups.com, "Robert (Bob) Arnold" <RARNOLD357@...> wrote:
>
> Greetings All:
>
> My name is Bob, I am an Extra Class HAM, I own 2 AC, a PA28-235 and a
> C310, I am IR and Hold a Rotor Craft rating (compliments of USA), I am
> a retired USA O5. have a 2 mtr setup in the 235 that works great. My
> Home QTH is the Daytona Beach, Florida Area.
> Glad to be here.
>

517. Airventure Photos

Yahoo group: Flying_Hams
Date: 2008-03-26 04:33:59 UTC
From: Dan
Topic: 517 Message: 517

Just added some Airventure photos. there taken over the past few years. there are many more.

518. Re: Airventure Photos

Yahoo group: Flying_Hams
Date: 2008-03-26 10:02:04 UTC
From: johnny_538at
Topic: 517 Message: 518

Those are some great photos, Dan! Thanks for sharing them with us. That Mustang is especially impressive. It would be hard to pick a favorite. I used to go to a lot of the small airshow / auctions with an old CFII buddy. He'd enlist a group of us to fly his planes to the events to sell. Then we'd be flying the ones home that he just bought. (Sometimes required a ferry permit!) He was a real "wheeler-dealer" whenever a storm upset some planes at a faraway airport and he would find a truck to haul them home on.
He rented Cessna 150s for $13 wet in those days. I think that era of flying is long gone, never to return. Dan, are you going to Airventure 08? I wonder how the increase in oil prices will affect the attendance this year; particularly the heavy, military, fuel-hungry types?
Johnny

--- In Flying_Hams@yahoogroups.com, "Dan" <dvaneven@...> wrote:
>
> Just added some Airventure photos. there taken over the past few
> years. there are many more.
>

519. Re: Vimy Web Page

Yahoo group: Flying_Hams
Date: 2008-03-26 10:13:56 UTC
From: johnny_538at
Topic: 512 Message: 519

Nik M5DND,
That's quite a story! Thanks for the link to the website. It took
me quite a while to see it all. I'll bet that is incredible to sit
out front of those props. I can't imagine 15 hours in an open
cockpit like that. The real ride would be in the crew cockpit with
those blades spinning right beside your head. I don't think I'd be
able to climb right back aboard after a major leg. That would be
hard on the nerves, to be sure!
Johnny

--- In Flying_Hams@yahoogroups.com, "Nik Read" <g7dnd.nread@...>
wrote:
>
> Hi Johnny,
>
> Well the "olive drab" Vimy that You read about is the one that
> Brooklands Museum now owns. It was bulit in 1993/1994 in California
> and painted in the olive drab (Green!!) and had the registration
> G-EAOU (God Elp all of us! ItSeptember 1994 it flew from
Farnborough,
> UK to Australia It was painted in 1998/1999 to represent the "Silver
> Queen" and flew from Brooklands to South Africa.
> In 2005 it re-created the 1919 Alcock and Brown crossing of the
> Atlantic in a Vimy, and was flow by Steve Fosset and Mark Rebholz.
> Ah.. the Chevys... what memories!! Woken up early in Morning to
hear
> the news that Vimy had crashed, luckily proved to be only a forced
> landing. Drive to Museum where we had the spare gearbox which we had
> been told was the problem. Packed gearbox and dispatched it off to
> Heathrow Airport. Much relief when all worked out OK.
> Try this link for the more infomstion on all the flight story:
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> In September 2005 When I flew in Her I was in the seat in front of
> the crew, A fantastic position to fly in. What a view!! Looking back
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> think more on this and get back to You!!
> I will say that it was and still is a honour to be a part of the
team
> that looks after this aircraft and worked on it in 1994, 1999, and
now
> seem such a short time!
>

> Right thats enough..
>
> One day I would like to run the HF onboard the Vimy whilst it is on
> the ground of course so You never know.........
>
> Regards
> Nik
> M5DND

520. Re: Cessna 310 / PA28

Yahoo group: Flying_Hams
Date: 2008-03-26 22:08:21 UTC
From: Robert (Bob) Arnold
Topic: 59 Message: 520

Johnny:

The 310 has Main, Aux, and Wing Locker fuel tanks, i have a total of 163 gallons if i choose to fill everything. The fuel is selected by a selector simply labeled Main, Aux, Wing. You have to know when switch tanks in order to keep the AC in proper balance.

The 235 has two mains and 2 wing tip tanks for a total of 84 gallons, this uses a Selector switch labeled, Left main, Right main, Left Tip, Right Tip.

same thing you have to know when to switch to maintain balance.
The way i do it in both ACs is that i have JPI 450 Fuel Computers wired into Garmin 430 and 530 GPS/Com. I have the GPS setup to flash a message on the screen to change tanks after a specified amount of fuel has been used in each tank. It is accurate to 1/10 of a gallon.

I have an endurance of 5.5 hours in the 235 at 142kts (lycoming O540-B4B5 262hp with CS prop, FG) and 5.75 hours
in the 310 at 200kts (Continental 470s, 285hp, 3 bladed CS Props, RG)

Glad i could answer your questions.

regards
Bob

--- In Flying_Hams@yahoogroups.com, "johnny_538at" <xkecho@...> wrote:
>
> Hello Bob,
> Welcome to the group. I'd like to ask a question and you seem to
> be just the right fellow to ply this with; Concerning fuel
> management on the Piper and the Cessna:
>
> On the two planes, do all tanks `run together' as in a C-172 now
or
> is it necessary to switch tanks as fuel is consumed? These are
`big
> iron' compared to the craft I have flown.
>
> Johnny
>
> --- In Flying_Hams@yahoogroups.com, "Robert (Bob) Arnold"
> <RARNOLD357@> wrote:
> >
> > Greetings All:
> >
> > My name is Bob, I am an Extra Class HAM, I own 2 AC, a PA28-235

> and a
> > C310, I am IR and Hold a Rotor Craft rating (compliments of
USA),
> I am
> > a retired USA O5. have a 2 mtr setup in the 235 that works great.
> My
> > Home QTH is the Daytona Beach, Florida Area.
> > Glad to be here.
> >
>

521. Fuel Management

Yahoo group: Flying_Hams
Date: 2008-03-27 00:44:47 UTC
From: johnny_538at
Topic: 59 Message: 521

Okay Bob,
That's good. I was just thinking back about the Stinsons, that I didn't have to adapt to a different plan of operations. I wish I had a dollar for every incident I've heard of a pilot running out of fuel with a full tank or a landing mishap due to imbalance of fuel. There are so many things that can distract a fellow and he doesn't remember to switch tanks until he has an engine "failure." I've never done it but it always has been a fear.

The Stinson had a relatively simple fuel valve: L ☐ Both ☐ R ☐ Off
which was a good feature because the valve became extremely difficult
to operate over a period of time. It was common to have to drain the
tanks so the valve could be lubricated.

I could just imagine myself switching between your 2 AC and making a dumb and expensive error on one or the other. When necessary, we usually just set a watch alarm to switch tanks according to the amount of `time' out of each because the indicators weren't all that accurate. (Never trust a fuel gauge they said.)

It sounds like you have the task well in hand with some really impressive instrumentation. Ain't technology wonderful? I'll bet there have been a lot of guys that wish they'd had your fuel controls! Really neat!

Johnny

--- In Flying_Hams@yahoogroups.com, "Robert (Bob) Arnold" <RARNOLD357@...> wrote:
>
> Johnny:
>
> The 310 has Main, Aux, and Wing Locker fuel tanks, i have a total of
> 163 gallons if i choose to fill everything. The fuel is selected by a
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> tanks in order to keep the AC in proper balance.
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> fuel has been used in each tank. It is accurate to 1/10 of a gallon.
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> I have an endurance of 5.5 hours in the 235 at 142kts (lycoming
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> B4B5 262hp with CS prop, FG) and 5.75 hours
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> Glad i could answer your questions.
>
> regards
> Bob
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> > iron' compared to the craft I have flown.
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> > > Home QTH is the Daytona Beach, Florida Area.
> > > Glad to be here.

> > >
> >
>

522. Let Me Introduce Myself

Yahoo group: Flying_Hams
Date: 2008-03-27 11:16:43 UTC
From: William M. Pasternak
Topic: 59 Message: 522

Hi all.

I got a note that said I should introduce myself to the folks on this remailer, o here goes.

My name is Bill Pasternak. Callsign is WA6ITF. QTH since 1979 is Saugus, California. General class ticket.

Prior to that I was WA2HVK living in Brooklyn NY and flying out of Sommerset Hills Airport in Basking Ridge, N.J. as money allowed. Don't bother tp go look for Sommerset Hills. Its long gone -- plowed under to build a condo complex or some such back in the late '70's or early '80's. Not sure of the date as I was already out here in "LaLa Land."

Lets see what else I can tell you. Oh yes: I took my first "Learn to Fly" tease ride in a 150 out at Coronado Field in Albuquerque NM in about 1962 or so. I was out visiting a ham radio buddy and his new bride. They had the coupons. I always wanted to rry it so we both did. He hated it. I stayed in the sky. The rest was history.

The best mix of ham radio and flying was from about 1966 to 1969 or there-abouts. One day over at Linden Airport I ran into a guy named Steve Crow, WA2CPX (now K4CPX). Steve flew an Aerocommander 560E twin with a Gonset G-76 on board on 6 meter AM. This lead to the formation of a loose knit club of ham pilots from the general area who enjoyed contesting from 8000' -- or higher -- above Northen New Jersey. Over the next 3 1/2 years -- as the Flying Amateur Radio Team -- we did a lot of flying and a lot of contesting -- both from Steves prized N-2718B and more traditional locations on terra firma.

One of the very best ham radio / flying social weekends I ever had was when the group got permission from the late Bill Whitesell -- a former 727 driver for United -- to operate Field Day poolside from his famed Flying W Airport and Resort in Medford, N.J. . To get an idea of how we operated, go to www.flyingwairport.com/ and look at the photo of the pool area. Its a lot more built up now than back in the '60's, but we were on the leading edge of the port side pool "wing." The wives and girlfriends (not all of us were married) had the pool. We guys (plus one of the gals who was licensed) had the radios and all of us had the pool to cool off in. I've done lots of Field Days -- but thats one of the most memorable. And if I could get the old Flying Amateur Radio Team to agree to it -- and get the current owners of the Flying W to agree to it -- I would love to do it once again.

I do not fly much anymore -- other than as a paying passenger on American or Northwest, etc., due to Coronary Artery Disease. Never had a bypass. Just meds and exercise. None the less I cannot pass a physical

and I do not have the kind of $$$$ it takes to go PoP. So I fly with friends when the chance arises. Most of the time tho its ether Microsoft Flight Sim or X-Plane. Currently flying the A-320 glass cockpit on Micro Sym.

Oh yes: I work the tech side of TV news for a duopoly here in Los Angeles. We happen to have a pair of news choppers -- both Eurocopters -- and once in a while I get to go for a ride as a part of my job. That said, I am not a big fan of helicopters. Being in one is kind of like sitting through an elevator ride. Besides which, we all know that helicopters cannot possibly fly -- but nobody remembered to tell that to the helicopter :-)

Ham radio: My interest has always been in the world above 50 MHz -- dating back to when it was 50 Mc -- tho I am on HF as well. Current station are either an almost antique TS-520S and more modern FT-847 through an MFJ tuner into a variety of attic and stealth antennas because we live in a condo with lots of CCR's. The FT-847 also doubles as the VHF / UHF station -- usually with VFO B sitting on 50.125. VHF / UHF antennas -- attic mounted art an AEA halo for 6 and verticals on 2, 220 and 450. In not much into repeaters anymore. When I am on one its usually one of two "private" UHF intertied systems I belong to -- mostly made up of broadcasting and tv production people like myself. Almot forgot to mention the"vintage AM Station." A National NC-88 and a Knight Kit T-60.

I am an ARRL member, a founding member of the Hollywood Hills QRP Contest Club and since 1977 have written and produced the Amateur Radio Newsline ham radio bulletins. Just completed editing #1598. Only two weeks to # 1600. I currently write the VHF column for Worldradio Magazine. Before that I spent 27 years authoring the "Looking West" VHF?-FM column for the now departed 73 Magazine.

Im married to the lovely Sharon, KD6EPW, since Labor Day of 1971. We have one foster daughter -- Kelly, N6PNY, who is the mommy of Michael (13), Aimee (9), Amber (7) and Matthew (almost 5). If the name Kelly and her call N6PNY sound a bit familiar, hes thge same Kelly -- Kelly Howard in those days -- who appeared in the ham radio promotional film "The New World of Amateur Radio" produced for the ARRL by the late Roy Neal, K6DUE, and myself back in 1986. She was 15 when we taped that show. That's about 22 years ago.

OK. That's enough for now. Ill only add that if you would like a peak at me and Steve Crow's N-2718B, go to www.myspace.com/newsmaninla and look at my photos. Its there.

OK. I've bored you for way to long, so for the moment ...

73
de
Bill Pasternak, WA6ITF

523. Re: [Flying_Hams] Fuel Management

Yahoo group: Flying_Hams
Date: 2008-03-27 17:00:13 UTC
From: Jim Muse
Topic: 59 Message: 523
Attachments: 1 described; binary payloads are missing from this source WARC

That's sort of like retractable gear... "they" say that there only two kind of pilotws that fly complex a/c... those that have had a gear up incident and those that will. Not necesarily a crash, but a close call.

I sure have (close call) and it changed the way I did my checlist forever.

Jim

johnny_538at wrote:

>Okay Bob,
> That's good. I was just thinking back about the Stinsons, that I
>didn't have to adapt to a different plan of operations. I wish I had
>a dollar for every incident I've heard of a pilot running out of fuel
>with a full tank or a landing mishap due to imbalance of fuel. There
>are so many things that can distract a fellow and he doesn't remember
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>but it always has been a fear.
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>It sounds like you have the task well in hand with some really
>impressive instrumentation. Ain't technology wonderful? I'll bet
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>controls! Really neat!
>
>Johnny
>
>--- In Flying_Hams@yahoogroups.com, "Robert (Bob) Arnold"
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>>Johnny:
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>> The 310 has Main, Aux, and Wing Locker fuel tanks, i have a total
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>
>
>>selector simply labeled Main, Aux, Wing. You have to know when
>>
>>
>switch
>
>
>>tanks in order to keep the AC in proper balance.
>>
>>The 235 has two mains and 2 wing tip tanks for a total of 84
>>
>>
>gallons,
>
>
>>this uses a Selector switch labeled, Left main, Right main, Left
>>
>>
>Tip,
>
>
>>Right Tip.
>>
>>same thing you have to know when to switch to maintain balance.
>>The way i do it in both ACs is that i have JPI 450 Fuel Computers
>>wired into Garmin 430 and 530 GPS/Com. I have the GPS setup to
>>
>>
>flash
>
>
>>a message on the screen to change tanks after a specified amount of
>>fuel has been used in each tank. It is accurate to 1/10 of a gallon.
>>
>>I have an endurance of 5.5 hours in the 235 at 142kts (lycoming
>>
>>
>O540-
>
>
>>B4B5 262hp with CS prop, FG) and 5.75 hours

>>in the 310 at 200kts (Continental 470s, 285hp, 3 bladed CS Props,
>>
>>
>RG)
>
>
>>Glad i could answer your questions.
>>
>>regards
>>Bob
>>
>>--- In Flying_Hams@yahoogroups.com, "johnny_538at" <xkecho@> wrote:
>>
>>
>>>Hello Bob,
>>> Welcome to the group. I'd like to ask a question and you seem
>>>
>>>
>to
>
>
>>>be just the right fellow to ply this with; Concerning fuel
>>>management on the Piper and the Cessna:
>>>
>>>On the two planes, do all tanks `run together' as in a C-172 now
>>>
>>>
>>or
>>
>>
>>>is it necessary to switch tanks as fuel is consumed? These are
>>>
>>>
>>`big
>>
>>
>>>iron' compared to the craft I have flown.
>>>
>>> Johnny
>>>
>>>--- In Flying_Hams@yahoogroups.com, "Robert (Bob) Arnold"
>>><RARNOLD357@> wrote:
>>>
>>>
>>>>Greetings All:
>>>>
>>>> My name is Bob, I am an Extra Class HAM, I own 2 AC, a PA28-
>>>>
>>>>
>235

>
>
>>>and a
>>>
>>>
>>>>C310, I am IR and Hold a Rotor Craft rating (compliments of
>>>>
>>>>
>>USA),
>>
>>
>>>I am
>>>
>>>
>>>>a retired USA O5. have a 2 mtr setup in the 235 that works
>>>>
>>>>
>great.
>
>
>>>My
>>>
>>>
>>>>Home QTH is the Daytona Beach, Florida Area.
>>>> Glad to be here.
>>>>
>>>>
>>>>
>
>
>
>----------
>
>Yahoo! Groups Links
>
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>
>

524. Vickers Vimy pictures

Yahoo group: Flying_Hams
Date: 2008-03-28 23:47:41 UTC
From: Nik Read
Topic: 524 Message: 524

Hi to the group and a special hello to all the new mebers in the last few days..

This is just a note to say that I have posted 3 more pictures of the Vickers Vimy replica NX71MY. They show My flight in Her on the 21st September 2005. I am shown climbing towards the front seat wearing a Mauve shirt and then sitting in the front seat wearing flying jacket and leather flying helmet.

No more Vimy I promise!!!

Cheer's
Nik
M5DND

525. Fly Multiple A/C? Unfamiliar Avionics Displays?

Yahoo group: Flying_Hams
Date: 2008-03-29 02:20:51 UTC
From: Johnny
Topic: 525 Message: 525

National Test Pilot School's Greg Lewis Shares the Secret of Staying Current in Multiple Aircraft with IFR Magazine
<http://www.avweb.com/podcast/podcast/197382-1.html>
By Glenn Pew, Mike Blakeney
When you fly more than one model of aircraft, it can be a challenge to stay current in each one. This month, IFR magazine's Glenn Pew asked Greg Lewis, deputy director of the National Test Pilot School <http://www.ntps.edu/> in Mojave, Calif., what he recommends. Greg is a 7,300-hour test pilot who routinely flies 13 different types of aircraft and has a few helpful tips for any pilot trying to keep his head in the right cockpit.

Click on the header to activate the hotlink for the PodCAST. This is in keeping with what Bob and I were discussing about staying in vogue on operating two aircraft. Bob's response was the same as for this test pilot in reliance on effective checklists and not trying to rely upon memory.

Johnny W4XKE

526. 20 Meter NET on Wednesday

Yahoo group: Flying_Hams
Date: 2008-03-30 13:11:16 UTC
From: Johnny
Topic: 526 Message: 526

Check into the FLYING HAMS net on Wednesdays:
Time: 21:30 ZULU
Freq: 14.3425 (+ / -) :MHz

Like to call the net? Here's the preamble:
http://f1.grp.yahoofs.com/v1/YKjrR2M...0HF%20Net1.doc
<http://f1.grp.yahoofs.com/v1/YKjrR2MqfbFdlkyVIp3UnmxevjSCDNNc1YxneXyAjw\
DPMxhYTotF15tPln4j4JTkEn8sF4i8_JoEdZqiwGpH6w/Flying%20Hams%20HF%20Net1.d\
oc>

The FLYING HAMS group is composed primarily of amateur radio operators
and private & commercial pilots, combining their interests for
excitement, fun and pleasure. (AirVenture 2008 is coming JULY 28)

Be sure to check out the photos that have been posted and take time to
post a message for the group. Johnny W4XKE

527. Another new (well, reawakened) member

Yahoo group: Flying_Hams
Date: 2008-03-31 16:58:40 UTC
From: Jeff Francis
Topic: 527 Message: 527

I joined this list way way back when (2006?) and the one week I go out of town on vacation, it explodes into non-spam activity. Funny.

I've been a licensed ham since 1979 (first KA5HMR, then KC0BWS, then N0GQ) and live in Washington (but kept the zero call instead of getting a seven). I'm not quite officially a pilot yet, I've pretty much finished my flight training, now I just have to take my practical and written tests, and I'm ready to go. I've been training out of KAWO and S43 for the last nine months or so.

I'm hoping to work from home on Wednesday so I can join the 20m net.

528. The Strongest Signal Becomes NET CONTROL

Yahoo group: Flying_Hams
Date: 2008-03-31 18:38:09 UTC
From: Johnny
Topic: 528 Message: 528

Due to poor band conditions and as far as I know, THERE IS NO ASSIGNED NET CONTROL operator. Whoever can put out a signal that others can hear is "IT" so if you don't hear anybody, check for a clear frequency near 14.3425 and put out a call for other Flying Hams. Just read the preamble (link below) and it will be off and running.

Time: 21:30 ZULU
Freq: 14.3425 (+ / -) :MHz

Here's the preamble:
http://f1.grp.yahoofs.com/v1/YKjrR2M...0HF%20Net1.doc
<http://f1.grp.yahoofs.com/v1/YKjrR2M...0HF%20Net1.doc>

Hope to hear you there. Johnny, W4XKE

529. Re: [SPAM] [Flying_Hams] The Strongest Signal Becomes NET CONTROL

Yahoo group: Flying_Hams
Date: 2008-03-31 18:52:56 UTC
From: Nik Read
Topic: 529 Message: 529

Hi Johnny,

Please do wish anyone who comes up my best wishes as with conditions plus interference (FROM TV's, PC's, Routers! et al...)
I doubt that my sig would reach you guys and me not hearing yourselves!!..

Hopefully a few more European ops will join up so we can start a net this way.

Regards,
Nik
M5DND

530. RE: [SPAM] [Flying_Hams] The Strongest Signal Becomes NET CONTROL

Yahoo group: Flying_Hams
Date: 2008-04-01 01:36:40 UTC
From: Daniel Hileman
Topic: 529 Message: 530

Hi Guys....the net idea sounds great to me...we tried it a long time ago, and I dont think we had alot of luck, VERY bad conditions. I'd love to hear a head count of all you guys with nice beams on 2om that might be interested in relay stations or something. I guess what I'm really asking is....do we have any BIG guns to help out?? LOL.
Glad to see the group is seems to be growing strong. I'm gonna start thinking turning us into an official club soon ...anyone want to help with that? Comments, suggestions, criticisms??

73,
Dan N9WX

To: Flying_Hams@yahoogroups.comFrom: g7dnd.nread@btinternet.comDate: Mon, 31 Mar 2008 19:52:56 +0100Subject: Re: [SPAM] [Flying_Hams] The Strongest Signal Becomes NET CONTROL

Hi Johnny,

Please do wish anyone who comes up my best wishes as with conditions plus interference (FROM TV's, PC's, Routers! et al...)
I doubt that my sig would reach you guys and me not hearing yourselves!!..

Hopefully a few more European ops will join up so we can start a net this way.

Regards,
Nik
M5DND

How well do you know your celebrity gossip?
http://originals.msn.com/thebigdebate?ocid=T002MSN03N0707A

531. Re: [SPAM] [Flying_Hams] The Strongest Signal Becomes NET CONTROL

Yahoo group: Flying_Hams
Date: 2008-04-01 03:22:02 UTC
From: Dan
Topic: 529 Message: 531

When at home it shouldn't be a problem if I can clear some time from my schedule for the net. I have a mosley classic 33 and a amertron 811H but I'm ussually mobile at that time but i'm looking to pick up a amp for mobile use at Dayton this year.

--- In Flying_Hams@yahoogroups.com, Daniel Hileman <n9wx@...> wrote:
>
>
> Hi Guys....the net idea sounds great to me...we tried it a long time ago, and I dont think we had alot of luck, VERY bad conditions. I'd love to hear a head count of all you guys with nice beams on 2om that might be interested in relay stations or something. I guess what I'm really asking is....do we have any BIG guns to help out?? LOL.
> Glad to see the group is seems to be growing strong. I'm gonna start thinking turning us into an official club soon ...anyone want to help with that? Comments, suggestions, criticisms??
>
>
> 73,
> Dan N9WX
>
>
> To: Flying_Hams@...: g7dnd.nread@...: Mon, 31 Mar 2008 19:52:56 +0100Subject: Re: [SPAM] [Flying_Hams] The Strongest Signal Becomes NET CONTROL
>
>
>
>
>
>
>
>
>
>
> Hi Johnny,
>
> Please do wish anyone who comes up my best wishes as with conditions plus interference (FROM TV's, PC's, Routers! et al...)
> I doubt that my sig would reach you guys and me not hearing yourselves!!..
>
> Hopefully a few more European ops will join up so we can start a net this way.
>

> Regards,
> Nik
> M5DND
>
>
>
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>
>
>
>
> --
> How well do you know your celebrity gossip?
> http://originals.msn.com/thebigdebate?ocid=T002MSN03N0707A
>

532. Wednesday NET PREAMBLE

Yahoo group: Flying_Hams
Date: 2008-04-01 14:34:36 UTC
From: Johnny
Topic: 532 Message: 532

Here is the link for the Wednesday net PREAMBLE:

http://f1.grp.yahoofs.com/v1/4D_yR4eP2DWTbDb-h5xKvU8SC3WXyRQlOM4SnWfP4KO\
FgIxDVYHbXv8ZOsWYvjBtYOOPvzA7WAVltz9Vo70_yg/Flying%20Hams%20HF%20Net1.do\
c
<http://f1.grp.yahoofs.com/v1/4D_yR4eP2DWTbDb-h5xKvU8SC3WXyRQlOM4SnWfP4K\
OFgIxDVYHbXv8ZOsWYvjBtYOOPvzA7WAVltz9Vo70_yg/Flying%20Hams%20HF%20Net1.d\
oc>

I noticed the previous message link was broken and it wouldn't open.
This document is found in the `FILES' folder on the Flying Hams
group page. It is titled "Flying Hams HF Net1.doc
<http://f1.grp.yahoofs.com/v1/4D_yR4eP2DWTbDb-h5xKvU8SC3WXyRQlOM4SnWfP4K\
OFgIxDVYHbXv8ZOsWYvjBtYOOPvzA7WAVltz9Vo70_yg/Flying%20Hams%20HF%20Net1.d\
oc> .

I will do my best... but keep in mind, I'm located in the mountains
of TN and only have a 40 meter dipole on a barefoot station. You guys
with beams, listen for W4XKE.

We'll be expecting to read your report here on Thursday of your
appraisal of conditions and operations. :)

Johnny

533. What Signal ?

Yahoo group: Flying_Hams
Date: 2008-04-02 20:54:40 UTC
From: Johnny
Topic: 529 Message: 533

Well Nik, I didn't do better than you. I haven't heard anything but static here. I put out several calls to no avail. Apparently if I want to run 20 meters, I'm going to have to put a beam because that 40 Meter inverted V dipole ain't cutting it. Hope some of you were able to hear and make contact.

Johnny, W4XKE

--- In Flying_Hams@yahoogroups.com, "Nik Read" <g7dnd.nread@...> wrote:
>
> Hi Johnny,
>
> Please do wish anyone who comes up my best wishes as with conditions plus
> interference (FROM TV's, PC's, Routers! et al...)
> I doubt that my sig would reach you guys and me not hearing yourselves!!..
>
> Hopefully a few more European ops will join up so we can start a net this
> way.
>
> Regards,
> Nik
> M5DND
>

534. Re: What Signal ?/Nothing heard here either

Yahoo group: Flying_Hams
Date: 2008-04-03 00:44:18 UTC
From: Robert (Bob) Arnold
Topic: 529 Message: 534

--- In Flying_Hams@yahoogroups.com, "Johnny" <xkecho@...> wrote:
>
> Well Nik, I didn't do better than you. I haven't heard anything
but
> static here. I put out several calls to no avail. Apparently if I
> want to run 20 meters, I'm going to have to put a beam because that
> 40 Meter inverted V dipole ain't cutting it. Hope some of you were
> able to hear and make contact.
>
> Johnny, W4XKE
>
> --- In Flying_Hams@yahoogroups.com, "Nik Read" <g7dnd.nread@>
> wrote:
I was listening on frequency and di not hear anyone at all. Not much
of a noise level, less less S1, I switched between the 4BTV, G5RV and
the T6 , nada, null, nothing.

Try again next week?

regards
Bob
W4RAA

> >
> > Hi Johnny,
> >
> > Please do wish anyone who comes up my best wishes as with
> conditions plus
> > interference (FROM TV's, PC's, Routers! et al...)
> > I doubt that my sig would reach you guys and me not hearing
> yourselves!!..
> >
> > Hopefully a few more European ops will join up so we can start a
> net this
> > way.
> >
> > Regards,
> > Nik
> > M5DND
> >
>

535. Re: The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-04-04 17:10:48 UTC
From: Johnny
Topic: 510 Message: 535

And another story concerning the flight:

http://www.chicagomag.com/Chicago-Magazine/March-2008/Without-a-Trace/

This one is from the March issue of Chicago Magazine. The final story
of Steve Fossett has evoked some of the same mysterious fascination as
that of Amelia Earhart:

http://www.ameliaearhart.com/

--- In Flying_Hams@yahoogroups.com, Jim Muse <jimmuse@...> wrote:
>
> Johnny,
>
> Thanks for the update on this indeed mysterious occurence.
>
> Sooner or later, someone will stumble across the wreckage and will
> figure out what happened.
>
> The lesson here is that we all engage in a sport that can be hazardous
> to your health... and this guy was an expert.
>
> Be safe out there.
>
> Jim
> N1952M 1975 c-337G Skymaster
> ASEL/S AMEL PRIVATE/IFR
> WB6KKG
>
> johnny_538at wrote:
>
> > *(Steve Fossett's Flight Plan)
> >
*http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts-flight.html
> >
> > Aircraft: *Bellanca 8KCAB-180*, registration: *N240R
> > *http://www.airport-data.com/aircraft/photo/012492.html
> >
> > *(NTSB Report)*
> >
http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-preliminary-report-1-fatal/
> >
> > *(Carson surveyor, team renew search for Steve Fossett)
> >
*http://www.rgj.com/apps/pbcs.dll/article?AID=/20080323/NEWS/803230357/1321
> >

> > I'll be the first to admit that I've never flown in Nevada, but I
> > still find it hard to imagine that a red, white and blue airplane
> > could just disappear from the face of the earth. I assisted in the
> > cyber search that enlisted thousands of us to visually inspect
> > satellite photos for evidence of Steve Fossett's wreckage. I'm
> > convinced that he did not fake his demise, given the circumstances
and
> > his personal integrity.
> >
> > It would seem to be a very possible task to calculate the radius of
> > the search area, based on fuel capacity and consumption and to locate
> > the plane in a reasonable amount of time. With all the assets of
> > modern technology at our disposal, how is it possible to lose an
> > airplane; even in Nevada? (It also brings into question the
> > effectiveness of ELTs as required equipment.)
> >
> > Johnny
> >
> >
>

536. Ethanol, Leaded Gasoline and the Wankel Rotary Engine Conversion

Yahoo group: Flying_Hams
Date: 2008-04-04 21:56:03 UTC
From: Johnny
Topic: 536 Message: 536

As the fuel crunch here continues, more stations are switching to ethanol-blended gasoline. This could be bad news for the General Aviation pilots who are using car gas in their planes. Ethanol / gasoline mixtures can account for a loss of 15% to 20% of engine power, depending on ambient air conditions. Other concerns are water content and carburetor icing. (Anticipate a longer takeoff run and distance to clear those trees at the end of the runway.)

Here is an interesting proposal for pilots who are considering an upgrade to a modern powerplant. How about getting away from tetraethyl lead, detonation knock and all the other things that go along with reciprocating piston engines. Here is a conversion to a Wankel, rotary (not to be confused with radial) engine with no pistons or connecting rods. There are only 3 major moving parts and none of the recip vibration. It I still had my Stinson, it would probably be getting one of these:

http://www.mistral-engines.com/

I am told they will have a booth at the EAA AirVenture this year.

http://www.eaa.org/

Johnny, W4XKE

537. U.T. - Transatlantic balloon launch Saturday

Yahoo group: Flying_Hams
Date: 2008-04-05 11:08:24 UTC
From: Johnny
Topic: 537 Message: 537

Radio on Transatlantic balloon launch Saturday, April 5, 2008 at 8:00 p.m.

http://www.spiritofknoxville.com/

A Spirit of Knoxville autonomous balloon will be released by U.T. students from downtown Knoxville, TN, climb to 42,000 ft, enter the jetstream, and be whisked across the Atlantic Ocean... we hope. (Click on the "About What We Do" link on the homepage for a synopsis.All the while a homemade radio will send us its location, height and other health info about the flight. All of this information will be available on the web site in real-time during missions.

538. Boeing, Airbus, China and You

Yahoo group: Flying_Hams
Date: 2008-04-08 17:35:59 UTC
From: Johnny
Topic: 538 Message: 538

I was subscribed to Boeing's Human Resources page for several years and I put a lot of résumé's in for a lot of positions. Nobody ever contacted me so either I wasn't what they were looking for or the positions were already filled from within and the job posting was only a legal technicality to advertise it for compliance.

Well now Boeing has lost the greatest opportunity in the history of the company so I can probably stop looking to them as an employer. Ironically, it is you and I who have awarded the contract to foreign competition because the DOD represents John Q. Public in the United States. We just shot down any hope of working for Boeing or for the suppliers that provide parts, material and support.

Next, we have China coming on board as a competitor in the industry. It has long been said that if China ever industrializes, it will take down the rest of the world. Wal-Mart has almost achieved that for them single-handedly. Our grandkids will most likely be working for King Feng Fu Ltd. Here's a link to scare you:

http://blog.wired.com/cars/2008/04/china-gets-into.html

Johnny

539. Re: [Flying_Hams] Boeing, Airbus, China and You

Yahoo group: Flying_Hams
Date: 2008-04-08 18:47:50 UTC
From: Robert Wexelbaum
Topic: 538 Message: 539

i find it hard to discussing the present situation because I am receiving pensions from both Boeing and from Northrop Grumman. I had worked for Collins Radio. It was bought by Rockwell International. When Rockwell sold North American Aircraft to Boeing, I somehow earned a pension from Boeing. I worked for Grumman for 12 years and they had to join Northrop and laid off most of the best engineers on Long island.

Now Grumman-Northrop has sent me a letter asking that I write members of Congress to approve the Airbus contract. NG says that it will bring much work to Long Island, NY and the USA. I dunno. I know that Telephonics is going to supply the intercom and entertainment systems and that NG plans to build an entirely new facility to put the tanker together in Alabama....but truthfully I'd feel better if Boeing got the contract. The Boeing 707 was developed using much of the government research that was paid for by Uncle Sam because the 707 is very much like the KC-135 tanker. There are always spin-offs and it is hard to separate govt., from commercial research.

Enuf Sed.

Bob w2ilp
----- Original Message -----
From: Johnny
To: Flying_Hams@yahoogroups.com
Sent: Tuesday, April 08, 2008 1:35 PM
Subject: [Flying_Hams] Boeing, Airbus, China and You

I was subscribed to Boeing's Human Resources page for several years
and I put a lot of résumé's in for a lot of positions. Nobody ever
contacted me so either I wasn't what they were looking for or the
positions were already filled from within and the job posting was only
a legal technicality to advertise it for compliance.

Well now Boeing has lost the greatest opportunity in the history of
the company so I can probably stop looking to them as an employer.
Ironically, it is you and I who have awarded the contract to foreign
competition because the DOD represents John Q. Public in the United
States. We just shot down any hope of working for Boeing or for the
suppliers that provide parts, material and support.

Next, we have China coming on board as a competitor in the industry.
It has long been said that if China ever industrializes, it will take
down the rest of the world. Wal-Mart has almost achieved that for
them single-handedly. Our grandkids will most likely be working for
King Feng Fu Ltd. Here's a link to scare you:

http://blog.wired.com/cars/2008/04/china-gets-into.html

Johnny

No virus found in this incoming message.
Checked by AVG.
Version: 7.5.519 / Virus Database: 269.22.9/1365 - Release Date: 4/8/2008 7:30 AM

540. Amateur radio Newsline?

Yahoo group: Flying_Hams
Date: 2008-04-13 02:27:51 UTC
From: Daniel
Topic: 540 Message: 540

Hi Everyone...looks like we made amateur radio newsline! Whoever told the about us, THANK-YOU! That is AWESOME coverage! Also, are we still trying the HF net? Hopefully band conditions on 20m will continue to get better and better!

Is anyone interested in writing an article about us for QRZ or the ARRL?? I would, but just dont have the extra time!

Also...WELCOME WELCOME WELCOME to all the new members...thank-you for joining our ranks!!!!!

I hope everyone is having a great time flying and good DX to everyone!

73,
Daniel N9WX

541. Re: Amateur radio Newsline and WA6ITF

Yahoo group: Flying_Hams
Date: 2008-04-16 23:54:22 UTC
From: Johnny
Topic: 540 Message: 541

Well, I have waited long enough. I thought surely that someone would step up here and post to point out that one of our members is none other than Mr. Amateur Radio Newsline, himself, Bill Pasternak, WA6ITF. I won't embarrass Bill by going into all of his many accomplishments and credits, but please do take a look at his recent post, here on Flying Hams:

http://groups.yahoo.com/group/Flying_Hams/message/522

I would like to add that I have thoroughly enjoyed Bill's Myspace site. If you haven't already read it, I'd like to suggest that you take a few minutes right now to check out "The Newsman in L.A." and don't neglect the music playlist.

It's obvious by Bill's choices that he has an appreciation for the stage and Broadway musicals. I really enjoyed "All That Jazz" from CHICAGO!" Also, Linda Scott's "Ive Told Every Little Star" took me back to my high school days when I was in love with Charlene Porter (in my class), Brenda Lee and Ann Margaret, all at the same time!

http://www.myspace.com/newsmaninla

Tell us what your favorite play is. I really liked "CATS" and "THE BOYS NEXT DOOR" and "CHICAGO!" Oh yes, and I like flying and radio too. HI HI

Johnny

542. EMA Called Out to Investigate Plane Crash in Indiana

Yahoo group: Flying_Hams
Date: 2008-04-18 14:05:06 UTC
From: Johnny
Topic: 542 Message: 542

An Indiana EMA unit was called into action after 911 dispatchers took 146 phone calls within a 15-minute timeframe between 10:25 and 10:40 p.m. "We started activating our guys when the sheriff department called," Smith said of the incident. People in several cities reported a plane crash that rocked their homes.

"Loud noises reported by citizens in northern Indiana accompanied by flashes of light and what appeared to be falling debris early this week were a result of training conducted by Indiana National Guard F-16 Aircraft "

http://www.kokomotribune.com/local/local_story_108230857.html

http://www.kokomotribune.com/local/images_sizedimage_108231608/resources_photoview

543. HF Net

Yahoo group: Flying_Hams
Date: 2008-04-23 16:18:43 UTC
From: Clyde Murray
Topic: 25 Message: 543

Just checking in to see if the net will run today Wednesday/23. Time? Frequency? Thanks

Clyde
VE7SVC

_____
Be a better friend, newshound, and
know-it-all with Yahoo! Mobile. Try it now.
http://mobile.yahoo.com/;_ylt=Ahu06i62sR8HDtDypao8Wcj9tAcJ

544. Re: HF Net

Yahoo group: Flying_Hams
Date: 2008-04-23 18:54:19 UTC
From: Jeff Francis
Topic: 25 Message: 544

I'm up for it any time before 2100UTC today (ie, in the next two
hours). I've got 100W to a screwdriver in my truck outside. I'm
located near Seattle, WA, USA. Of course, with current conditions,
that's probably not enough to do much...

--- In Flying_Hams@yahoogroups.com, Clyde Murray <clyde_murray@...> wrote:
>
> Just checking in to see if the net will run today Wednesday/23.
Time? Frequency? Thanks
>
>
> Clyde
> VE7SVC
>
>
>

> Be a better friend, newshound, and
> know-it-all with Yahoo! Mobile. Try it now.
http://mobile.yahoo.com/;_ylt=Ahu06i62sR8HDtDypao8Wcj9tAcJ
>

545. Re: HF Net Today at 21:30 Z - 14.3425 MHz

Yahoo group: Flying_Hams
Date: 2008-04-23 19:02:48 UTC
From: Johnny
Topic: 25 Message: 545

VE7SVC
Clyde, we'll be here with the power pumped all the way up to 100 watts on this barefoot station. Hope to be able to hear you. The net is Time: 21:30 ZULU
Freq: 14.3425 (+ / -) :MHz

I'm in Crossville, Tennessee (Ever heard of Trade-A-Plane?) and it will commence at 4:30 p.m. here locally(Central Daylight Saving Time). I'll put out some calls and see if we can make something happen. Concerning the time zones, take a look at this link and see what you think. HI HI You should be glad you live in Canada!

http://www.mccsc.edu/time.html

73
Johnny, W4XKE

--- In Flying_Hams@yahoogroups.com, Clyde Murray <clyde_murray@...> wrote:
>
> Just checking in to see if the net will run today Wednesday/23. Time? Frequency? Thanks
>
> Clyde
> VE7SVC

546. MAFSAC

Yahoo group: Flying_Hams
Date: 2008-04-24 01:22:26 UTC
From: Douglas Ferris
Topic: 546 Message: 546

Hey guys. This post is a bit off beat but has a payback for you.
Everyone has heard of Oshkosh and Sun and Fun but the new kid on the
block is the Mid Atlantic Fly In & Sport Aviation Convention in
Lumberton, N.C. five years old this year.

http://www.mafsac.com

This year we are giving more attention to the visiting pilots and
families with less emphasis on the general public. We are planning
some nice amenities such as a registered pilots/families pig pickin'
on Saturday night and emphasis on group aircraft parking for clubs and
collectors. Lots of Warbirds on display too.
My pitch is this - for the past three years I have been the Security
Chairman for the event (picture fox/henhouse) using volunteer help.
For a four hour per day contribution of time I can give you free
camper parking and access to the LBT Facility. Fly In tie downs are
still $10/day but there would be other perks.
Let me know off list if you're interested or go to the volunteer tab
on the MAFSAC website. If you go that way still let me know.
Thanks guys and thanks for the use of the reflector. 73,

Doug Ferris K4ROK

547. Re: [Flying_Hams] Re: HF Net Today at 21:30 Z - 14.3425 MHz

Yahoo group: Flying_Hams
Date: 2008-04-24 15:20:44 UTC
From: dean hunsinger
Topic: 25 Message: 547

Hi my name is Dean, Im a Pilot and Mechanic,also a Ham,would like to try to contact you,name a freq,best 20meters for me and time .
thanks dean

BY Dean

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.

548. Re: [Flying_Hams] Re: Amateur radio Newsline and WA6ITF

Yahoo group: Flying_Hams
Date: 2008-04-24 22:16:30 UTC
From: William M. Pasternak
Topic: 540 Message: 548
Attachments: 2 described; binary payloads are missing from this source WARC

Johnny...

Thank you for the kind words, but here I am just another former flyer who truly misses the sky. I think that is why I started posting the photos from the "good old days" over on my MySpace page. Once you get the "taste" for the wild blue yonder, its kind of hard to give it up -- even if doing so is because its no longer possible to medically qualify to fly left seat.

As to my choice of music -- a bit of background on that. I grew up in NYC with easy access to Broadway. In my Junior year in High School -- way back in 1957 -- I was in a special English class that studied film and theater. Our teacher was a close friend of one of the lead players in the cast of the musical "West Side Story" so on opening night, all 31 of us -- plus our teacher and some parents were invited. Those few hours seated in the old Wintergarden Theater quite literally changed my life and I have been a big fan of live musical theater ever since. (There is actually a photo of our class -- along with some of the cast members -- that appeared in the NY Daily News.)

As to my including the two songs you mentioned, there are personal reasons. But ones I can share.

"All That Jazz" is one of my favorites partly because I like the music that John Kander and the late Fred Ebb wrote together and partly because I have seen Chicago a dozen or so times. In my opinion, the best performance of that song has to be that done by Terra MacLeod (playing the merry murderess Velma Kelly). I never did see the original by Chita Rivera (other than on YouTube) so I can only judge the revival casts from Broadway and the tour. (As an aside, we got to know Terra through her webmaster who is a friend and who arranged for our 7 year old granddaughter Amber to meet her when we took Amber to "The Pajama Game " last November. Amber is an aspiring dancer.)

As to "I Told Every Little Star" -- that goes back to my days as a radio engineer in NYC when I knew Linda. I last spoke to her in the late 1960's and until recently had been unaware what had transpired in her life after she left the entertainment industry. Rather than bore all of you with no interest in old-time Top 40, those interested should read the interview with her at
http://www.encore4.net/livelyset/closeup/linda-scott/lindascott2.html

OK. Enough of the nostalgia of the 1960's. We are here to talk flying and ham radio. So Il start off by saying that my next flights will be to New York City on May 11th and then to Dayton for Hamvention on May 15th. Unfortunately, Il, not be flying as the outbound is on a Boeing

757-300 with a change to a 757-200 in Minneapolis. The return id a CRJ
from Dayton to MSP and then an Airbus A-320 back to LAX. So Ill sip a
drink, relay and watch the clouds slip by.

Thats life....,

de
Bill P. / WA6ITF

At 11:54 PM 4/16/2008 +0000, you wrote:

>Well, I have waited long enough. I thought surely that someone would
>step up here and post to point out that one of our members is none
>other than Mr. Amateur Radio Newsline, himself, Bill Pasternak,
>WA6ITF. I won't embarrass Bill by going into all of his many
>accomplishments and credits, but please do take a look at his recent
>post, here on Flying Hams:
>
><http://groups.yahoo.com/group/Flying_Hams/message/522>http://groups.yahoo.com/group/Flyi
ng_Hams/message/522
>
>I would like to add that I have thoroughly enjoyed Bill's Myspace
>site. If you haven't already read it, I'd like to suggest that you
>take a few minutes right now to check out "The Newsman in L.A." and
>don't neglect the music playlist.
>
>It's obvious by Bill's choices that he has an appreciation for the
>stage and Broadway musicals. I really enjoyed "All That Jazz" from
>CHICAGO!" Also, Linda Scott's "Ive Told Every Little Star" took me
>back to my high school days when I was in love with Charlene Porter (in
>my class), Brenda Lee and Ann Margaret, all at the same time!
>
><http://www.myspace.com/newsmaninla>http://www.myspace.com/newsmaninla
>
>Tell us what your favorite play is. I really liked "CATS" and "THE
>BOYS NEXT DOOR" and "CHICAGO!" Oh yes, and I like flying and radio
>too. HI HI
>
>Johnny
>
>

549. Pilots - The Mini Movie

Yahoo group: Flying_Hams
Date: 2008-04-26 09:53:09 UTC
From: William M. Pasternak
Topic: 25 Message: 549

Hi all,

This link was sent to me by Dave Corsiglia, WA6TWF, owner of the WA6TWF Super System here in California.. As I recall, some years back Dave was a DC-10 driver for Continental. I hope you enjoy this as much as I did. Some thrilling flying.

de
Bill P. /WA6ITF

Begin forwarded message:
To: <AERO-ONE@...>
Subject: For Real Pilots
Date: Sat, 26 Apr 2008 02:24:02 +0000

<http://iwc-media.futurecom.ch/technics/pilots/_mov/pilots_big.wmv>http://iwc-media.futurecom.ch/technics/pilots/_mov/pilots_big.wmv

550. Look Out for Kidnap Victim

Yahoo group: Flying_Hams
Date: 2008-04-28 02:50:58 UTC
From: Johnny
Topic: 550 Message: 550

Robert Wiles abducted from Lakeland, Florida Airport. He is the son of Thomas Wiles, owner of the Toledo-based National Flight Services. Information is sought by FBI. If anyone knows where he is, please contact authorities.

http://www.aero-news.net/index.cfm?ContentBlockID=7261840e-29e2-4988-af0\
a-973acb963464&
<http://www.aero-news.net/index.cfm?ContentBlockID=7261840e-29e2-4988-af\
0a-973acb963464&>

551. Static Protection for Receivers / ELT False Activation

Yahoo group: Flying_Hams
Date: 2008-04-30 13:40:21 UTC
From: Johnny
Topic: 551 Message: 551

Antenna static build-up that damages receivers and an associated problem with false ELT activation. Methods to prevent these problems are discussed with Harold, K7RQ and are worthy of our consideration.

http://forums.qrz.com/showthread.php?t=157933
<http://forums.qrz.com/showthread.php?t=157933>

552. Classifieds??

Yahoo group: Flying_Hams
Date: 2008-05-03 16:53:51 UTC
From: Daniel
Topic: 552 Message: 552

Hi...I was just thinking about whether we should have a classified section on this group. Obviously this is not a classifieds group, but I certainly don't mind someone listing their gear for sale or WTB on the list. Should we maybe start our own Classifieds listings? Might be a great way to find some of those "Flying"/Ham radio accessories hard to find other places, like an aviation transceiver or headset adapter, etc. Also, is ANYONE interested in building us a website or something?? Comments, suggestions, criticisms???

553. NH7C

Yahoo group: Flying_Hams
Date: 2008-05-03 16:49:39 UTC
From: Daniel
Topic: 553 Message: 553

Hi Everyone,
I just found a cool website...NH7C.com. It's like Myspace for Hams! I joined it...it seems like a great way to keep track of all your Ham buddies. You might want to check it out!

Daniel N9WX

554. Re: Amateur radio Newsline and WA6ITF

Yahoo group: Flying_Hams
Date: 2008-05-03 16:48:04 UTC
From: Daniel
Topic: 540 Message: 554

Hi Bill...I'm sorry I didnt realize you were a member! Awesome background you have! It's great to have you as part of this group and thanks for the mention on newsline! I appreciate everyone's help in making this an awesome group.

73,
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, "William M. Pasternak" <newsline@...> wrote:
>
> Johnny...
>
> Thank you for the kind words, but here I am just another former flyer who
> truly misses the sky. I think that is why I started posting the photos
> from the "good old days" over on my MySpace page. Once you get the "taste"
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> so is because its no longer possible to medically qualify to fly left seat.
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> As to my choice of music -- a bit of background on that. I grew up in NYC
> with easy access to Broadway. In my Junior year in High School -- way back
> in 1957 -- I was in a special English class that studied film and
> theater. Our teacher was a close friend of one of the lead players in the
> cast of the musical "West Side Story" so on opening night, all 31 of us --
> plus our teacher and some parents were invited. Those few hours seated in
> the old Wintergarden Theater quite literally changed my life and I have
> been a big fan of live musical theater ever since. (There is actually a
> photo of our class -- along with some of the cast members -- that appeared
> in the NY Daily News.)
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> As to my including the two songs you mentioned, there are personal
> reasons. But ones I can share.

>
> "All That Jazz" is one of my favorites partly because I like the
music that
> John Kander and the late Fred Ebb wrote together and partly
because I have
> seen Chicago a dozen or so times. In my opinion, the best
performance of
> that song has to be that done by Terra MacLeod (playing the merry
murderess
> Velma Kelly). I never did see the original by Chita Rivera (other
than on
> YouTube) so I can only judge the revival casts from Broadway and
the
> tour. (As an aside, we got to know Terra through her webmaster
who is a
> friend and who arranged for our 7 year old granddaughter Amber to
meet her
> when we took Amber to "The Pajama Game " last November. Amber is
an
> aspiring dancer.)
>
> As to "I Told Every Little Star" -- that goes back to my days as a
radio
> engineer in NYC when I knew Linda. I last spoke to her in the
late 1960's
> and until recently had been unaware what had transpired in her
life after
> she left the entertainment industry. Rather than bore all of you
with no
> interest in old-time Top 40, those interested should read the
interview
> with her at
> http://www.encore4.net/livelyset/closeup/linda-
scott/lindascott2.html
>
> OK. Enough of the nostalgia of the 1960's. We are here to talk
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> ham radio. So Il start off by saying that my next flights will be
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> York City on May 11th and then to Dayton for Hamvention on May
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Boeing
> 757-300 with a change to a 757-200 in Minneapolis. The return id
a CRJ
> from Dayton to MSP and then an Airbus A-320 back to LAX. So Ill
sip a
> drink, relay and watch the clouds slip by.
>
> Thats life....,
>

> de
> Bill P. / WA6ITF
>
>
> At 11:54 PM 4/16/2008 +0000, you wrote:
>
> >Well, I have waited long enough. I thought surely that someone
would
> >step up here and post to point out that one of our members is none
> >other than Mr. Amateur Radio Newsline, himself, Bill Pasternak,
> >WA6ITF. I won't embarrass Bill by going into all of his many
> >accomplishments and credits, but please do take a look at his
recent
> >post, here on Flying Hams:
> >
>
><http://groups.yahoo.com/group/Flying_Hams/message/522>http://groups
.yahoo.com/group/Flying_Hams/message/522
> >
> >I would like to add that I have thoroughly enjoyed Bill's Myspace
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> >
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Porter (in
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> >
>
><http://www.myspace.com/newsmaninla>http://www.myspace.com/newsmanin
la
> >
> >Tell us what your favorite play is. I really liked "CATS" and "THE
> >BOYS NEXT DOOR" and "CHICAGO!" Oh yes, and I like flying and radio
> >too. HI HI
> >
> >Johnny
> >
> >
>

555. HF NET

Yahoo group: Flying_Hams
Date: 2008-05-03 16:55:23 UTC
From: Daniel
Topic: 555 Message: 555

How is the HF net going?? I am hoping to be able to join in in another month or so. Any comments on something we can do to help the net...maybe try 40m? I definitely like the idea of an HF net, so I'd like us to keep trying. Are we having ANY luck??

Daniel WX

556. RE: [Flying_Hams] HF NET

Yahoo group: Flying_Hams
Date: 2008-05-07 21:05:38 UTC
From: Daniel Hileman
Topic: 555 Message: 556

Where is everybody?? OUT FLYING I HOPE!!!!!!!! Awfully quiet around here!

To: Flying_Hams@yahoogroups.comFrom: n9wx@...: Sat, 3 May 2008 16:55:23 +0000Subject: [Flying_Hams] HF NET

How is the HF net going?? I am hoping to be able to join in in another month or so. Any comments on something we can do to help the net...maybe try 40m? I definitely like the idea of an HF net, so I'd like us to keep trying. Are we having ANY luck??Daniel WX

_____
With Windows Live for mobile, your contacts travel with you.
http://www.windowslive.com/mobile/overview.html?ocid=TXT_TAGLM_WL_Refresh_mobile_052008

557. Re:RE: [Flying_Hams] HF NET

Yahoo group: Flying_Hams
Date: 2008-05-07 21:36:22 UTC
From: ricky duncan
Topic: 555 Message: 557

Hey.Dan,how.V.Been

Sent from AT&T's Wireless network using Mobile Email

------Original Message------
From: Daniel Hileman <n9wx@hotmail.com>
To: <flying_hams@yahoogroups.com>
Date: Wed, May 7, 2008 09:05 PM
Subject: RE: [Flying_Hams] HF NET

Where is everybody?? OUT FLYING I HOPE!!!!!!!! Awfully quiet around here!

To: Flying_Hams@yahoogroups.comFrom: n9wx@hotmail.comDate: Sat, 3 May 2008 16:55:23 +0000Subject: [Flying_Hams] HF NET

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_____
With Windows Live for mobile, your contacts travel with you.
http://www.windowslive.com/mobile/overview.html?ocid=TXT_TAGLM_WL_Refresh_mobile_052008

558. WTB: GAP VOYAGER

Yahoo group: Flying_Hams
Date: 2008-05-08 01:41:31 UTC
From: Daniel
Topic: 558 Message: 558

Hi Everyone...I am looking for a Gap Voyager Vertical, if you have one
you would like to get rid of, please let me know.

Daniel N9WX

559. Favorite Aspects of Ham Radio??

Yahoo group: Flying_Hams
Date: 2008-05-10 18:39:54 UTC
From: Daniel Hileman
Topic: 555 Message: 559

I am sitting here today, just chilling on a Sat. Drinking a nice cup of coffee, relaxing after a hard week at work. My mind starts drifting toward my favorite aspect of ham radio...DXing/contesting and ragchewing (also AM) on HF (phone/CW.) I am rebuilding my station, and I am trying to decide on what type antenna to put up. My favorite bands are 160-40m. I do have a lot of room for a nice antenna on that band, but probably not the means currently (just dont want to spend a TON of money, gotta save that for GAS!) So, I will tell you..I am thinking about one of those 43' multiband Verticals by Zero Five. The thought of 65' of Rohn 25G as a 75m vertical also bounces in my mind.

Lots of RADIALS too, already reading up on the best ways to bury those..and maybe picking up an AL-811H amp (used to have one and it worked VERY well.) I think with those, I will be ready for some WINTER DXing. So...tell me, what are your favorite aspects of Ham radio?? Bands, modes, etc! What do YOU love to do!!!!!!

Oh and ummm......OSHKOSH is rapidly approaching.
Daniel N9WX

To: flying_hams@yahoogroups.comFrom: n9wx@hotmail.comDate: Wed, 7 May 2008 21:05:38 +0000Subject: RE: [Flying_Hams] HF NET

Where is everybody?? OUT FLYING I HOPE!!!!!!!! Awfully quiet around here!

To: Flying_Hams@yahoogroups.comFrom: n9wx@...: Sat, 3 May 2008 16:55:23 +0000Subject: [Flying_Hams] HF NET

How is the HF net going?? I am hoping to be able to join in in another month or so. Any comments on something we can do to help the net...maybe try 40m? I definitely like the idea of an HF net, so I'd like us to keep trying. Are we having ANY luck??Daniel WX

With Windows Live for mobile, your contacts travel with you. Connect on the go.

_____
Make Windows Vista more reliable and secure with Windows Vista Service Pack 1.
http://www.windowsvista.com/SP1?WT.mc_id=hotmailvistasp1banner

560. Re: [Flying_Hams] Favorite Aspects of Ham Radio??

Yahoo group: Flying_Hams
Date: 2008-05-10 19:21:55 UTC
From: Scott
Topic: 555 Message: 560

17M mobile. It's a blast with 100 Watts and an Outbacker antenna. 902 MHz. What a wonderfully freaky band. Trees blocking the line of site? No problem...it seems to go right "through". 10 GHz rainscatter. Point the dish toward a nice and high cumulonimbus and work guys on 100 mW or less up to about 250 miles or more...

I'm planning on having 144-902 at the campsite at OSH (Camp Scholler)...about Lindbergh and 10th St. is where we usually are. Look for the yellow ParasolAirplanes Internet Group flag to be flying over the campsite...

Scott
N0EDV

Daniel Hileman wrote:

>
> ISo...tell me, what are your favorite aspects of Ham radio?? Bands,
> modes, etc! What do YOU love to do!!!!!!
>
> Oh and ummm......OSHKOSH is rapidly approaching.
>
> Daniel N9WX
>
>
>
> ---
> To: flying_hams@yahoogroups.com
> From: n9wx@...
> Date: Wed, 7 May 2008 21:05:38 +0000
> Subject: RE: [Flying_Hams] HF NET
>
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> To: Flying_Hams@yahoogroups.com
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>
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>
>
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> With Windows Live for mobile, your contacts travel with you.
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>
<http://www.windowslive.com/mobile/overview.html?ocid=TXT_TAGLM_WL_Refresh_mobile_052008>
>
>
>
>
> ---
> Make Windows Vista more reliable and secure with Windows Vista Service
> Pack 1. Learn more.
> <http://www.windowsvista.com/SP1?WT.mc_id=hotmailvistasp1banner>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

561. Going Flying

Yahoo group: Flying_Hams
Date: 2008-05-10 20:36:54 UTC
From: William M. Pasternak
Topic: 555 Message: 561

Well -- going flying on a pair of Boeing 757's from L.A. to "da Big Apple" tomorrow on the first leg of my vacation trip to NYC and later in the week to the Dayton Hamvention. That one on an A-319 out of La Gaudia connecting to an RJ-200 in Detroit.

Anyhow, if any of you will be in Dayton next weekend I hope to see you there.

73
de
Bill P. / WA6ITF

562. Re: [Flying_Hams] Going Flying

Yahoo group: Flying_Hams
Date: 2008-05-11 13:48:37 UTC
From: Charles Reiche
Topic: 555 Message: 562
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

563. Ham Radio AutoBiography

Yahoo group: Flying_Hams
Date: 2008-05-18 18:09:05 UTC
From: Daniel Hileman
Topic: 563 Message: 563

When I was about 12 years old, my father and I were at a small local fleamarket. As I scouted around for something cool, my eyes came across what appeared to be a rather large "walkie talkie." I asked my father what it was, he said he didnt know, and looked at it closely. He noticed it had a two position switch labeled "9" and "19" so he guessed it must be a CB radio of some sort. Well, I didnt know much about that, and neither did he, but the price was right (about $5.00 I think) and we thought it MIGHT be fun. Boy,were WE right. We bought some batteries for it, turned it on, and voila, STATIC! what a neat sound I thought. He gave it to me, and I slowly squeezed the little white PTT switch. "Hello", I said. Is anybody out there? Does anybody hear me??" and released the switch. I stood there for a few moments, what seemed like eternity and my dad said, "try saying, Breaker 1-9, anybody hear me?" (He had seen that in a movie once) So, I did...then out of the silence a small noisy reply, "yeah, I hear you, you're weak but I hear you, what's you're 20?" I must have jumped 10 feet in the air, I was so excited, but "what does that mean?" I asked my father. "I dont know son," he replied. So, I asked, "what does that mean?", and the reply was, "What is your location?" So I told him. As it turned out, he was 8 miles away!! So, as the months followed, we would drive up and down the local highway talking to the truckers, and we decided to get a mobile radio and a base station. We put up a "big stick" and I got a Robyn 520D in which we talked all over the place. But, my future was about to change! One fateful day, I was talking to one of my local buddies about how I'd LOVE to build an antenna someday. He said, " Gemini (yes, that WAS my handle, but keep in mind, I might have been 13 years old, lol) If you want to do that, you'd be a GREAT Ham operator!" "Ham operator? What's that??" I replied. He told me to go down to the local Radio Shack and buy a book called "Now You're Talking" and it would tell me all I needed to know. So, I did...and what I read was amazing! I LOVED talking on SSB on the CB to people in other states, etc. and what was somewhat of a CHALLENGE on the CB was common place on Ham radio?? WOW! That Christmas I asked for a scanner, and got one. I learned about the 2 meter band, and scanned for repeaters. I found them and started listening to the local guys. "HOW COOL!" I thought. So I studied for my Tech test. I had no idea how to find a testing session but one day, I saw a license plate with a callsign on it at a gas station, so I thought maybe he might know. He gave me a phone number to call for the local testing information. I studied and studied till I felt ready. My grand parents took me to take my test, I was about 14. I took the element 2 written, past it! "I'm half way there," I thought! I took the Technician written, element 3A, and guess what!!???? That's RIIIIIIGHT! I failed it. I couldnt believe it either, I had studied and studied. I took it twice more that night and failed it both times. I was very dis-heartened. I left, half a Ham. Well, you might think I went right home and studied it, and came back the next month and aced it, but you'd be wrong. I went home and sulked. I said, "this is just too hard I guess." I went back to my CB, but I still had the scanner. And everyday I heard those Hams talking...teasing me, tormenting me! I wanted to be a Ham darn it! Well, the months passed by and the CB was just NOT satisfying me anymore. So, about 6 months later, I remembered that I only got credit for my Tech written for a year, so if I was going to do something, NOW was the time. I thought, well, if I can not pass the Tech written, maybe I can learn the code, and become a Novice! So, I got the Gordon West tapes, and just as fate would have it, Christmas break was coming. I sat in my room every day listening to those tapes for TWO weeks. I was doing very well, but I was not going to get overly sure of myself this time. Well...in January was another exam

session and I wanted that LICENSE! So, I went. I was told to take the Technician written since the code tests were administered after the writtens. I told the examiner I had not studied for the Tech element in a long time and failed it three times the last time, so it would be a waste of time! He told me I might as well take it, it wouldnt cost anymore. So, I said, "ok." and sat down and took the test. I'm gonna fail this thing, but "oh well" I thought, I'm really here for the code. But guess what! I PASSED!!!!! I was NOW a TECH!!! I was sooo excited and couldnt believe it!! ME, A HAM OPERATOR!!! After I calmed down, it was time for the code, and GUESS WHAT! I ACED that thing, perfect copy!! I was a TECH PLUS!!!!! It's been my hobby now for 14 years!! I LOVE IT, I ALWAYS WILL!! I've met so many great people, great friends! I owe it all to that little walkie talkie and my father for buying it for me!
I also learned to NEVER give up on myself!

That's MY radio story, what's yours??

73,
Daniel N9WX

_____
Make every e-mail and IM count. Join the i’m Initiative from Microsoft.
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ MakeCount

564. Re:[Flying_Hams] Ham Radio AutoBiography

Yahoo group: Flying_Hams
Date: 2008-05-19 22:03:55 UTC
From: ricky duncan
Topic: 563 Message: 564

Dan.Old.Buddy.U.Forgot.2.MentioN..mE!.73s..Kg9nk

Sent from AT&T's Wireless network using Mobile Email

------Original Message------
From: Daniel Hileman <n9wx@...>
To: <flying_hams@yahoogroups.com>
Date: Sun, May 18, 2008 06:09 PM
Subject: [Flying_Hams] Ham Radio AutoBiography

When I was about 12 years old, my father and I were at a small local fleamarket. As I scouted around for something cool, my eyes came across what appeared to be a rather large "walkie talkie." I asked my father what it was, he said he didnt know, and looked at it closely. He noticed it had a two position switch labeled "9" and "19" so he guessed it must be a CB radio of some sort. Well, I didnt know much about that, and neither did he, but the price was right (about $5.00 I think) and we thought it MIGHT be fun. Boy,were WE right. We bought some batteries for it, turned it on, and voila, STATIC! what a neat sound I thought. He gave it to me, and I slowly squeezed the little white PTT switch. "Hello", I said. Is anybody out there? Does anybody hear me??" and released the switch. I stood there for a few moments, what seemed like eternity and my dad said, "try saying, Breaker 1-9, anybody hear me?" (He had seen that in a movie once) So, I did...then out of the silence a small noisy reply, "yeah, I hear you, you're weak but I hear you, what's you're 20?" I must have jumped 10 feet in the air, I was so excited, but "what does that mean?" I asked my father. "I dont know son," he replied. So, I asked, "what does that mean?", and the reply was, "What is your location?" So I told him. As it turned out, he was 8 miles away!! So, as the months followed, we would drive up and down the local highway talking to the truckers, and we decided to get a mobile radio and a base station. We put up a "big stick" and I got a Robyn 520D in which we talked all over the place. But, my future was about to change! One fateful day, I was talking to one of my local buddies about how I'd LOVE to build an antenna someday. He said, " Gemini (yes, that WAS my handle, but keep in mind, I might have been 13 years old, lol) If you want to do that, you'd be a GREAT Ham operator!" "Ham operator? What's that??" I replied. He told me to go down to the local Radio Shack and buy a book called "Now You're Talking" and it would tell me all I needed to know. So, I did...and what I read was amazing! I LOVED talking on SSB on the CB to people in other states, etc. and what was somewhat of a CHALLENGE on the CB was common place on Ham radio?? WOW! That Christmas I asked for a scanner, and got one. I learned about the 2 meter band, and scanned for repeaters. I found them and started listening to the local guys. "HOW COOL!" I thought. So I studied for my Tech test. I had no idea how to find a testing session but one day, I saw a license plate with a callsign on it at a gas station, so I thought maybe he might know. He gave me a phone number to call for the local testing information. I studied and studied till I felt ready. My grand parents took me to take my test, I was about 14. I took the element 2 written, past it! "I'm half way there," I thought! I took the Technician written, element 3A, and guess what!!???? That's RIIIIIIGHT! I failed it. I couldnt believe it either, I had studied and studied. I took it twice more that night and failed it both times. I was very dis-heartened. I left, half a Ham. Well, you might think I went right

home and studied it, and came back the next month and aced it, but you'd be wrong I went home and sulked. I said, "this is just too hard I guess." I went back to my CB, but I still had the scanner. And everyday I heard those Hams talking...teasing me, tormenting me! I wanted to be a Ham darn it! Well, the months passed by and the CB was just NOT satisfying me anymore. So, about 6 months later, I remembered that I only got credit for my Tech written for a year, so if I was going to do something, NOW was the time. I thought, well, if I can not pass the Tech written, maybe I can learn the code, and become a Novice! So, I got the Gordon West tapes, and just as fate would have it, Christmas break was coming. I sat in my room every day listening to those tapes for TWO weeks. I was doing very well, but I was not going to get overly sure of myself this time. Well...in January was another exam session and I wanted that LICENSE! So, I went. I was told to take the Technician written since the code tests were administered after the writtens. I told the examiner I had not studied for the Tech element in a long time and failed it three times the last time, so it would be a waste of time! He told me I might as well take it, it wouldnt cost anymore. So, I said, "ok." and sat down and took the test. I'm gonna fail this thing, but "oh well" I thought, I'm really here for the code. But guess what! I PASSED!!!!! I was NOW a TECH!!! I was sooo excited and couldnt believe it!! ME, A HAM OPERATOR!!! After I calmed down, it was time for the code, and GUESS WHAT! I ACED that thing, perfect copy!! I was a TECH PLUS!!!!! It's been my hobby now for 14 years!! I LOVE IT, I ALWAYS WILL!! I've met so many great people, great friends! I owe it all to that little walkie talkie and my father for buying it for me!
I also learned to NEVER give up on myself!

That's MY radio story, what's yours??

73,
Daniel N9WX

_____
Make every e-mail and IM count. Join the i?m Initiative from Microsoft.
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ MakeCount

565. Where is Everyone?

Yahoo group: Flying_Hams
Date: 2008-05-24 13:20:45 UTC
From: Daniel Hileman
Topic: 565 Message: 565

Hi Everyone...

Yes, I did forget to mention my friend Ricky KG9NK, He and I are from the same area, and did a lot of hamming together, a a little contesting/dxing.

Havent seen a post on here in a while...where is everyone? I hope you are all out flying and that's why no one's posting. Love to hear any stories from any of you that flew to Dayton this year.

73,
Daniel N9WX

_____
Change the world with e-mail. Join the i’m Initiative from Microsoft.
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ChangeWorld

566. Re: [Flying_Hams] Where is Everyone?

Yahoo group: Flying_Hams
Date: 2008-05-24 18:33:44 UTC
From: William M. Pasternak
Topic: 565 Message: 566
Attachments: 2 described; binary payloads are missing from this source WARC

Well -- if you call an Airbus to Detroit and an RJ-100 to Dayton flying to Dayton -- I did.

At 01:20 PM 5/24/2008 +0000, you wrote:

>Hi Everyone...
>
>Yes, I did forget to mention my friend Ricky KG9NK, He and I are from the
>same area, and did a lot of hamming together, a a little contesting/dxing.
>
>Havent seen a post on here in a while...where is everyone? I hope you are
>all out flying and that's why no one's posting. Love to hear any stories
>from any of you that flew to Dayton this year.
>
>73,
>Daniel N9WX
>
>
>----------
>Change the world with e-mail.
><http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ChangeWorld>Join
>the i'm Initiative from Microsoft.
>

567. Re: [Flying_Hams] Where is Everyone?

Yahoo group: Flying_Hams
Date: 2008-05-24 16:31:50 UTC
From: ed palmer
Topic: 565 Message: 567

Hi Daniel,

I finally got motivated to get the few maintenance
items completed on my Sonex yesterday. Hopefully the
wind will lay down and the rain will stop so maybe I
can go flying.

I've been steadily going through the learning curve
with the K3 and making contacts on SSB, digital and CW
since I got it in January. Be glad when the upswing of
Cycle 24 really starts to kick in.

73 de Ed N0EHQ

--- Daniel Hileman <n9wx@...> wrote:

>
> Hi Everyone...
>
> Yes, I did forget to mention my friend Ricky KG9NK,
> He and I are from the same area, and did a lot of
> hamming together, a a little contesting/dxing.
>
> Havent seen a post on here in a while...where is
> everyone? I hope you are all out flying and that's
> why no one's posting. Love to hear any stories from
> any of you that flew to Dayton this year.
>
> 73,
> Daniel N9WX
>

> Change the world with e-mail. Join the i?m
> Initiative from Microsoft.
>
http://im.live.com/Messenger/IM/Join/Default.aspx?source=EML_WL_ChangeWorld

568. Beacon

Yahoo group: Flying_Hams
Date: 2008-06-02 04:08:57 UTC
From: Scott
Topic: 568 Message: 568

The beacon has a 99.5% chance of going on the air tomorrow (Monday) at Timm's Hill (EN45vk, I believe...will confirm). I was able to get the main beacon finished up but not enough time for the PA, so it will be running at 50-100 mW until further notice (hopefully the PA will be on the air before the June VHF contest!). Give a listen from time to time if you get a chance. Any signal report most appreciated! Email acepilot at bloomer dot net or via qrz.com address.

It will be running at 432.324 MHz +/- any drift, which I hope will be minimal after a good warm up :) Antenna is horizontal omni at about 170 feet above ground level.

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

569. [Fwd: [CVVHF] Why I LOVE 902 MHz]

Yahoo group: Flying_Hams
Date: 2008-06-16 00:21:12 UTC
From: Scott
Topic: 569 Message: 569
Attachments: 5 described; binary payloads are missing from this source WARC

-------- Original Message --------
Subject: [CVVHF] Why I LOVE 902 MHz
Date: Mon, 16 Jun 2008 00:11:22 +0000
From: Scott <acepilot@...>
Reply-To: acepilot@..., Chippewa Valley VHF <cvvhf@...>
To: NLRS List <nlrs@...>, Chippewa Valley VHF
<cvvhf@...>

Of all the contacts I made for the VHF contest this weekend, my single 902 contact with N0AKC in EN44 was the most fun! I was running about 8.5 Watts to an 8 element commercial Yagi at about 6 feet. Now, I realize it's only about 15 miles between us, but if you look at the photos, you will see a monster hill between us that is about 3/4 mile from me. I was shooting right through the hill. I wish I could say I had enough power to burn through it, but I suspect it was really difracting over the top. Nonetheless, it was a real thrill to hear Charlie's 25W or so at S9 and he had no trouble copying me either! :)

--
Scott N0EDV EN45fa
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

570. [Fwd: Aviation History - I thought you might like this]

Yahoo group: Flying_Hams
Date: 2008-06-19 01:40:25 UTC
From: Scott
Topic: 570 Message: 570

-------- Original Message --------
Subject: Aviation History - I thought you might like this
Date: Wed, 18 Jun 2008 16:27:40 -0500
From: Don Schmelzer <dschmelzer@...>
Reply-To: Don Schmelzer <dschmelzer@...>
To: Evio deOliveira <evio88@...>

THE ACORN DAYS

History of U.S. Aviation

Northrop history decades before "geeks" and "nerds" altered the world. Young pioneers changed the world not with "brick and mortar" but with wood bailing wire, canvas, and later, aluminum.

From a speech given by Mr. Denham S. Scott to the AIA on March 19, 1968

Reprinted from NAAR (North American Aviation Retirees Bulletin) - Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother Minta Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly.

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flyer, had his hair cut in San Diego one day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The hotel was conveniently vacant and available because the police had raided it and found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was

then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, Minta and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennetts Farm in Inglewood, and a hydroplane operation at a place that's now part of the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stem to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two BW airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete Standard biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battle fleet. The deathblow to the allegedly Dreadnaught Osfriesland was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called Dutch Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved $60,000 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter's shop where they built a passenger airplane called The Cloudster.

Claude Ryan bought this a couple years later, and made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the $120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann*. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company. They rented a small shop in Hollywood and built the Northrop designed Lockheed Vega. It was sensational with its clean lines and high performance.

(* Personal Note: My Dad was an early Navy Aero Engineer with an Aero degree from MIT in 1929. He was on the SB2C Helldiver BuAir Design Team pre WWII. In those days the Navy designed the planes and the contractors made them. He spent years working with Mssrs. Grumann, McDonnell and Ed

Heinemann, among others. I had the distinct pleasure of spending a day with Mr. Heinemann six years after my Dad died. It was 1972. I was CO, VF-102 and had two crews attending Top Gun so I went to their graduation at Miramar and Mr. Heinemann was the speaker. He had designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale from DC, they would fly a few hops, come up with some fixes to known problems, have them done in the machine shop, fly again to see if they worked, and after getting the desired results, Mr. Heinemann would put the changes into effect in the factory and my Dad would fly back to DC to approve them. No dollars changed hands! Mr. Heinemann was lamenting how things had certainly changed by 1972 - and I am sure it's worse today. Ed C.)

In May 1927, Lindberg flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the Golden Eagle, the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific. The race was a disaster! Ten lives were lost. The Golden Eagle and its crew, including my brother, vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the Golden Eagle was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I became a half-assed carpenter, generally known as a wood butcher.

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleets Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the General Motors of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928. (A lot of P-38s were made at that Burbank plant - added by L. Cruse Nov. 2007)

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired Dutch Kindelberger away from Douglas to head up the aircraft manufacturing units. Dutch took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California. (Kindelberger and others at the North American Los Angeles plant designed the P-51 Mustang that helped win WWII - added by L. Cruse Nov. 2007)

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The Acorns took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition. (Essentially all of those Aircraft Plants are now GONE from Southern California - added by L. Cruse Nov. 2007)

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

571. Hey all

Yahoo group: Flying_Hams
Date: 2008-06-24 16:51:27 UTC
From: Brad Brooks
Topic: 571 Message: 571

Hey all,

I am a new member to the board, and just want to introduce myself to the community.

I was originally a Tech licensed in 1992, N9RBT, but left the hobby and stupidly let my license lapse. I just took the Tech in March, and am now KC9NHJ. I plan to be taking the General exam this coming Thursday.

I am an ATP with a CFI, and have been flying about 10 years. Currently I am a First Officer for Southwest Airlines. I joyride out of Joliet Park District Airport (KJOT) on occasion.

If any of you are local in the Chicago area, I'd like to get back into the swing of things on the air. Maybe when I get the General we can chat on HF. I look forward to the contacts.

Tailwinds and 73,

Brad
KC9NHJ

572. re: hey all

Yahoo group: Flying_Hams
Date: 2008-06-25 14:11:15 UTC
From: sputNick
Topic: 572 Message: 572

Hey Brad. Welcome to the group. I recently got into HF aero-mobile, usually on 14.3 to 14.330 USB. I fly a Falcon 50 and Falcon 900 out of Florida.

Hope to talk to you in the air one day.

Nick K4VFR

Hey all

Posted by: "Brad Brooks" bradbrooks@... bradlybrooks

Tue Jun 24, 2008 9:57 am (PDT)

Hey all,

I am a new member to the board, and just want to introduce myself to the community.

I was originally a Tech licensed in 1992, N9RBT, but left the hobby and stupidly let my license lapse. I just took the Tech in March, and am now KC9NHJ. I plan to be taking the General exam this coming Thursday.

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If any of you are local in the Chicago area, I'd like to get back into the swing of things on the air. Maybe when I get the General we can chat on HF. I look forward to the contacts.

Tailwinds and 73,

Brad
KC9NHJ

573. Got my license

Yahoo group: Flying_Hams
Date: 2008-06-25 18:11:55 UTC
From: Jeff Francis
Topic: 573 Message: 573

I finally transitioned from "Student Pilot" to "Pilot" this past Saturday afternoon. I expect it'll be a while before I even *TRY* to figure out how to do HF aero-mobile from a rental plane, but I may take the FT-817 with me one of these days (like Field Day this weekend) and try 6m/2m/70cm SSB aero-mobile, just for the fun of it (since I can use the rubber duckie and not have to deal with wires, cables, tuners, and other distractions from keeping the dang plane in the air).

-=Jeff N0GQ=-

574. Re: [Flying_Hams] re: hey all

Yahoo group: Flying_Hams
Date: 2008-06-25 18:13:57 UTC
From: ed palmer
Topic: 572 Message: 574

Hey Nick,

Have you by chance checked into the Maritime Mobile Service Net on 14.300 when aeronautical mobile? The is an areonautical mobile station that checks in once in a while and was wondering if it was you.

73 de Ed N0EHQ, Sonex N264SX

--- On Wed, 6/25/08, sputNick <sputnick@gmail.com> wrote:

From: sputNick <sputnick@...>
Subject: [Flying_Hams] re: hey all
To: Flying_Hams@yahoogroups.com
Date: Wednesday, June 25, 2008, 9:11 AM

Hey Brad. Welcome to the group. I recently got into HF aero-mobile, usually on 14.3 to 14.330 USB. I fly a Falcon 50 and Falcon 900 out of Florida.

Hope to talk to you in the air one day.

Nick K4VFR

Hey all

Posted by: "Brad Brooks" bradbrooks@comcast. net bradlybrooks

Tue Jun 24, 2008 9:57 am (PDT)

Hey all,

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I was originally a Tech licensed in 1992, N9RBT, but left the hobby and stupidly let my license lapse. I just took the Tech in March, and am now KC9NHJ. I plan to be taking the General exam this coming Thursday.

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If any of you are local in the Chicago area, I'd like to get back into the swing of things on the air. Maybe when I get the General we can chat on HF. I look forward to the contacts.

Tailwinds and 73,

Brad
KC9NHJ

575. Re: [Flying_Hams] Got my license

Yahoo group: Flying_Hams
Date: 2008-06-26 02:09:43 UTC
From: Scott
Topic: 573 Message: 575

Congrats! Be careful trying to fly and play radio, especially if you're by yourself. It's easy to keep your eyes on the radio and not out the window :)

The only real radio I've played in the air is ATV (had my camera and transmitter mounted on a wing strut) and a few flights in a tanker when I was in the USAF. I repaired aircraft radio systems so I was able to use the onboard HF radio on 10M. Nice signals at 35,000 feet ;)

Scott
N0EDV

Jeff Francis wrote:

> I finally transitioned from "Student Pilot" to "Pilot" this past
> Saturday afternoon. I expect it'll be a while before I even *TRY* to
> figure out how to do HF aero-mobile from a rental plane, but I may
> take the FT-817 with me one of these days (like Field Day this
> weekend) and try 6m/2m/70cm SSB aero-mobile, just for the fun of it
> (since I can use the rubber duckie and not have to deal with wires,
> cables, tuners, and other distractions from keeping the dang plane in
> the air).
>
> -=Jeff N0GQ=-
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

576. re: hey all

Yahoo group: Flying_Hams
Date: 2008-06-26 14:23:51 UTC
From: sputNick
Topic: 572 Message: 576

Yes, that's probably me. It's been about 6 weeks or so since I've had the chance to check in though. Unfortunately I can't get on HF on all the flights... it depends on where we are, time of day, and length of the flight.

73
nick k4vfr

577. Airventure

Yahoo group: Flying_Hams
Date: 2008-07-12 03:22:54 UTC
From: Dan
Topic: 577 Message: 577

Anyone interested in getting together at Airventure in Oshkosh. I will be camped out in woods 101 like normal. you can catch me on 20M and 40M as well as 52 simplex from the camp ground. if anyone in interested in getting together. I should be there from the 24th til the 4th let me know.

Dan N9LVS

578. Re: [Flying_Hams] Airventure

Yahoo group: Flying_Hams
Date: 2008-07-12 03:45:16 UTC
From: Scott
Topic: 577 Message: 578

We'll be there all week as well. I usually use 146.58 or 147.545 for 2M ops. We are usually camped on about 10th Street between Lindbergh and Schaick (Camp Scholler). Always have my yellow "ParasolAirplanes Internet Group" flag flying over the campsite. Black Ford F-150 with WI call plates (N0EDV). Planning to have a dipole or two set up...maybe 30M and 15M. Plan to have 2M, 432 and 902 along as well as the final weekend is also the ARRL UHF contest. Stop by any night after airshow time. Will be camping with friends AI9Z from Ashland (WI) and KC4CQT from KY.

Scott
N0EDV

Dan wrote:

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> be camped out in woods 101 like normal. you can catch me on 20M and
> 40M as well as 52 simplex from the camp ground. if anyone in
> interested in getting together. I should be there from the 24th til
> the 4th let me know.
>
> Dan N9LVS
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

579. Re: [Flying_Hams] Airventure

Yahoo group: Flying_Hams
Date: 2008-07-12 20:35:40 UTC
From: Scott
Topic: 577 Message: 579

Oops, make that 17M instead of 30M. Dipoles for 17M and 15M. Maybe
even one for 6M since it is so short ;)

I don't do 20M. In over 26 years of hamming, maybe only bothered with 2
or 3 QSOs on 20M. 15M has usually been my band of choice, but now I
consider 17M my favorite HF band...

I also have FRS radios. Just call "Acepilot" on Channel 5, Tone 12.

Scott
N0EDV

Scott wrote:

> We'll be there all week as well. I usually use 146.58 or 147.545 for
> 2M ops. We are usually camped on about 10th Street between Lindbergh
> and Schaick (Camp Scholler). Always have my yellow "ParasolAirplanes
> Internet Group" flag flying over the campsite. Black Ford F-150 with
> WI call plates (N0EDV). Planning to have a dipole or two set
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--
Scott
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581. Re: The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-07-13 22:28:19 UTC
From: Johnny
Topic: 510 Message: 581

And the Hunt for Steve Fossett continues:

http://ap.google.com/article/ALeqM5gfmXbQn-RFLHSjd8_s23ytiM6OVAD91T5LO00

--- In Flying_Hams@yahoogroups.com, "Johnny" <xkecho@...> wrote:
>
> And another story concerning the flight:
>
> http://www.chicagomag.com/Chicago-Magazine/March-2008/Without-a-Trace/
>
> This one is from the March issue of Chicago Magazine. The final story
> of Steve Fossett has evoked some of the same mysterious fascination as
> that of Amelia Earhart:
>
> http://www.ameliaearhart.com/
>
>
> --- In Flying_Hams@yahoogroups.com, Jim Muse <jimmuse@> wrote:
> >
> > Johnny,
> >
> > Thanks for the update on this indeed mysterious occurence.
> >
> > Sooner or later, someone will stumble across the wreckage and will
> > figure out what happened.
> >
> > The lesson here is that we all engage in a sport that can be hazardous
> > to your health... and this guy was an expert.
> >
> > Be safe out there.
> >
> > Jim
> > N1952M 1975 c-337G Skymaster
> > ASEL/S AMEL PRIVATE/IFR
> > WB6KKG
> >
> > johnny_538at wrote:
> >
> > > *(Steve Fossett's Flight Plan)

> > >
>
*http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts
-flight.html
> > >
> > > Aircraft: *Bellanca 8KCAB-180*, registration: *N240R
> > > *http://www.airport-data.com/aircraft/photo/012492.html
> > >
> > > *(NTSB Report)*
> > >
> http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-
preliminary-report-1-fatal/
> > >
> > > *(Carson surveyor, team renew search for Steve Fossett)
> > >
> *http://www.rgj.com/apps/pbcs.dll/article?
AID=/20080323/NEWS/803230357/1321
> > >
> > > I'll be the first to admit that I've never flown in Nevada, but
I
> > > still find it hard to imagine that a red, white and blue
airplane
> > > could just disappear from the face of the earth. I assisted in
the
> > > cyber search that enlisted thousands of us to visually inspect
> > > satellite photos for evidence of Steve Fossett's wreckage. I'm
> > > convinced that he did not fake his demise, given the
circumstances
> and
> > > his personal integrity.
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> > > It would seem to be a very possible task to calculate the
radius of
> > > the search area, based on fuel capacity and consumption and to
locate
> > > the plane in a reasonable amount of time. With all the assets
of
> > > modern technology at our disposal, how is it possible to lose
an
> > > airplane; even in Nevada? (It also brings into question the
> > > effectiveness of ELTs as required equipment.)
> > >
> > > Johnny
> > >
> > >
> >
>

582. Re: The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-07-18 17:09:12 UTC
From: desertflyer
Topic: 510 Message: 582

--- In Flying_Hams@yahoogroups.com, "Johnny" <xkecho@...> wrote:
>
> And the Hunt for Steve Fossett continues:
>
> http://ap.google.com/article/ALeqM5gfmXbQn-
> RFLHSjd8_s23ytiM6OVAD91T5LO00
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> --- In Flying_Hams@yahoogroups.com, "Johnny" <xkecho@> wrote:
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> Trace/
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> > This one is from the March issue of Chicago Magazine. The final
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> > that of Amelia Earhart:
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> > http://www.ameliaearhart.com/
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> > --- In Flying_Hams@yahoogroups.com, Jim Muse <jimmuse@> wrote:
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> > > Sooner or later, someone will stumble across the wreckage and
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> > > The lesson here is that we all engage in a sport that can be
> hazardous
> > > to your health... and this guy was an expert.
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> > > Be safe out there.
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> > > johnny_538at wrote:
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> > > > *(Steve Fossett's Flight Plan)
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*http://www.concierge.com/cntraveler/blogs/perrinpost/2007/09/fossetts
> -flight.html
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> > > > Aircraft: *Bellanca 8KCAB-180*, registration: *N240R
> > > > *http://www.airport-data.com/aircraft/photo/012492.html
> > > >
> > > > *(NTSB Report)*
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> > http://www.planemadness.com/2007/09/24/steve-fossett-ntsb-
> preliminary-report-1-fatal/
> > > >
> > > > *(Carson surveyor, team renew search for Steve Fossett)
> > > >
> > *http://www.rgj.com/apps/pbcs.dll/article?
> AID=/20080323/NEWS/803230357/1321
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> > > > I'll be the first to admit that I've never flown in Nevada,
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> > > > airplane; even in Nevada? (It also brings into question the

> > > > effectiveness of ELTs as required equipment.)
> > > >
> > > > Johnny
> > > >
> > > >
> > >
> >
> Johnny,
One possibility is he may have strayed into one of the many MOAs in NV. Until such time as the Government will allow searching all the closed and classified areas the wreck site may never be found.
Desertflyer

583. The Mystery Disappearance of N240R

Yahoo group: Flying_Hams
Date: 2008-07-18 20:54:17 UTC
From: sddave@san.rr.com
Topic: 510 Message: 583

My father, who knew Steve well and is a retired Major General from the Marine Corps had a revelation that Steve may have gone down in some body of water and sank to the bottom. It would be difficult for anyone to find or spot from the air, that site if he indeed crash landed in any body of water that he may have flown over? Just a thought.

David Vincent - SEL, MEL, SES, INST, Commercial, ATP
Hyannis, MS

---- desertflyer <desertflyer@...> wrote:
> --- In Flying_Hams@yahoogroups.com, "Johnny" <xkecho@...> wrote:
> >
> > And the Hunt for Steve Fossett continues:
> >
> > http://ap.google.com/article/ALeqM5gfmXbQn-
> > RFLHSjd8_s23ytiM6OVAD91T5LO00
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> > > > > Aircraft: *Bellanca 8KCAB-180*, registration: *N240R
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> > preliminary-report-1-fatal/
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> > > > > *(Carson surveyor, team renew search for Steve Fossett)
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> NV. Until such time as the Government will allow searching all the
> closed and classified areas the wreck site may never be found.
> Desertflyer
>
>

584. HF/VHF from Oshkosh Airshow

Yahoo group: Flying_Hams
Date: 2008-07-24 02:31:38 UTC
From: Scott
Topic: 584 Message: 584

Hello friends...
I will be leaving for the big airshow at Oshkosh on July 26th and will be there until August 3rd. I will have antennas for 2M, 6M, 15M and 17M and POSSIBLY 432. If you want to try to work me there, the best frequencies will be 144.200 USB,CW; 50.150 USB, CW; 21.275 USB; 18.120 USB and 432.100 USB, CW (if I bring 432 antenna). Once contact is made on 2M and/or 432, plan on going "up ten" to clear the calling frequency.

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

585. [Fwd: Saturday 10GHz contest]

Yahoo group: Flying_Hams
Date: 2008-08-18 02:21:19 UTC
From: Scott
Topic: 585 Message: 585
Attachments: 4 described; binary payloads are missing from this source WARC

Our trials and tribulations during the first weekend of the ARRL 10 GHz and up contest. I agree with Charlie (N0AKC) that it was a blast operating from a site with such a great view in almost all directions. I hope we can get out and do SOMETHING for the second weekend of the contest (September 20-21, 2008) to try and top this past Saturday!!! Thanks again to the rovers and the Buck Hill folks for being there and looking for us. I developed a slight case of "Popeye Arm" from holding the dish and transverter on the broken tripod in the moderate West wind for those two contacts :)

Scott
N0EDV

-------- Original Message --------
Subject: Saturday 10GHz contest
Date: Sun, 17 Aug 2008 19:29:35 -0500
From: Charlie Betz <cbetz@...>
To: Richardson, Bruce (W9FZ) <w9fz@...>, Platt, Jon (W0ZQ) <W0ZQ@...>, <wb0ljc@...>, <wa2voi@...>, <Melvynkc0p@...>
CC: Scott <acepilot@...>

Guys,

Thanks so much for providing all the QSOs on Saturday. It was a lot of fun working you so many times from Elk Mound HIll. It was neat being able to work you guys from the corner of MN where I grew up and know so well. It didn't sink in right away, but after thinking about it I am pretty sure I know about where you were at Hanover, IA as well. I don't get down there all that often, but have made many trips to Waulon, IA in the past and it took awhile to juggle the old brain cells.

I had to send you a few photos of our experience. The view of me in from of the setup before our catastrphic failure. We we set up in the SW corner of "the castle". The path to Buck Hill is just to the right of the tree in the background. Unfortunatly the path to KM0T looks through the left side of the tree so we had no luck trying to work MIke. The south view was the path we looked at all day when working you guys. The castle has a great view to the south as you can see.

Since I never have been able to come up with a nice heavy duty tripod like you guys have I resorted to a camera tripod, which I always knew was not the best solution, but it was what I had. Just as we finished trying to work K2YAZ the mount on the tripod snapped. The picture of N0EDV shows what we resorted to to work you at two of your stops. Scott

had to physically hold the dish atop the tripod and try to steady it in the wind while aiming towards you. I am really glad Scott decided to come out or my operating would have been done alot sooner than it was. The last three stops we had a different tripod. Scott's frind Joe, AI9Z was in route from Ashland and we got him to stop at Scott's house on the way down and pick up Scott's tripod in order to finish the day.

I ended the day with 53 QSOs, 45 of which came from the rover pack. It was really fun working you guys all the way along. As I mentioned to Jon, I am now down to about $10 per QSO with the 10GHz equipment! I know the scoring figures in distance, so I may have to ask you guys a few questions about that if I can't figure it out.

Charlie, N0AKC

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

586. FLYING FLYING FLYING

Yahoo group: Flying_Hams
Date: 2008-10-11 00:57:10 UTC
From: Daniel Hileman
Topic: 586 Message: 586

Hi Everyone,

Sorry it's been a long time since I've posted. I am now working at Atwater, CA (Near Merced) as a flight instructor at the Sierra School of Aeronautics. I'm racking up 100-120 hours per month! It's GREAT!! Hope all is well, and you are playing with the radio and flying a ton! I'm spending 10 months here to build a bunch of time and get back to Dallas next Spring. The only Ham radio gear I have here is my FT-8800 in the car. Let me know if you live in the region, maybe I can take one of my students on a crosscountry to your airport for a cup of coffee. :-)

73,
Daniel N9WX

_____
Want to do more with Windows Live? Learn “10 hidden secrets” from Jamie.
http://windowslive.com/connect/post/jamiethomson.spaces.live.com-Blog-cns!550F681DAD532637!5295.entry?ocid=TXT_TAGLM_WL_domore_092008

587. cheap annual?

Yahoo group: Flying_Hams
Date: 2008-09-06 03:12:11 UTC
From: Joe Bowman
Topic: 587 Message: 587

Hi everyone,
I'm an A&P from southern Indiana and I work in Indy on Boeing Jets as an avionics mechanic(R&E). I got my IA in Febuary and have had a lot of GA experience but have been really busy haven't really done any annuals since and was wondering if anyone from this group was needing an annual. I'm o.k. with owner assisted annuals if you are interested. I have helped out with a couple annuals before and have done a 100 hr inspection, but just haven't done any since getting my certificate. I'm kinda looking for guinnea pigs here and Im willing to do the first one or two I do VERY CHEAP for the experience. Don't get me wrong, I DO know what I'm doing, just haven't done one officially yet! anyone interested e-mail me at:
landshark47274@...
Thanks,
Joe

588. F A R question and interpretion

Yahoo group: Flying_Hams
Date: 2008-10-14 13:44:57 UTC
From: Nathan Jackson
Topic: 588 Message: 588

Good morning all

It's been a long while since I posted anything to the group. But I think I've found something that may be worthy of discussion, especially to the those of us who have our private tickets and are trying to build time for the commercial ticket. I'll list them below as two separate questions. Here we go.

1. One of the instructors I use, also does free lance and contract charter work in King Air 90's, King Air 300's and occasionally some work using some single and multi engine piston engine aircraft. If I'm a private pilot with multi engine ratings, can he allow me to ride left seat and log the time? Also he's an ATP, would that make any difference?

2. A good friend who's also a fellow co-worker has his commercial ticket already and has access to a Piper Cherokee 6 (PA32-260). One of my good friends who also owns a few dealerships between NC, SC, WV, PA. He wants to incorporate aviation into his business and has been looking between Piper Saratoga, Senecas, Cessna 210's and even Baron 58's. Since he hasn't purchased anything yet. He's been trying to get in contact with the friend who has the Cherokee 6 and a commercial ticket. OK, all of that to ask this! If the friend with the Cherokee 6 and the commercial ticket agrees to help the friend with the multi state dealerships, can the friend with just the private ticket (who's trying to build time) make some of these trips in the left or right seat and log time, since a commercial pilot is also at the flight controls?

I realize the questions are thrown together and are open ended. But then again I've yet to find a close ended, clear and concise answer.

Thanks and Good flying and Good hamming!

73's

Nathan Jackson (K4NWJ)

589. [Fwd: Jay Leno's garage]

Yahoo group: Flying_Hams
Date: 2008-10-14 10:35:17 UTC
From: Scott
Topic: 589 Message: 589

-------- Original Message --------
Subject: Jay Leno's garage
Date: Tue, 14 Oct 2008 00:04:53 -0400
From: flyingcfp@...
To: logcabinairport@..., acepilot@...,
eaa509@yahoogroups.com, jgundry@...

http://www.jaylenosgarage.com/video/video_player.shtml?vid=745181

McCain or Obama? Stay updated on coverage of the Presidential race while
you browse - Download Now!
<http://toolbar.aol.com/elections/download.html?ncid=emlweusdown00000002>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

590. Re: F A R question and interpretion

Yahoo group: Flying_Hams
Date: 2008-10-15 19:50:12 UTC
From: Brad Brooks
Topic: 588 Message: 590

--- In Flying_Hams@yahoogroups.com, Nathan Jackson
<homegrown4010@...> wrote:

> 1. One of the instructors I use, also does free lance and contract
charter work in King Air 90's, King Air 300's and occasionally some
work using some single and multi engine piston engine aircraft. If
I'm a private pilot with multi engine ratings, can he allow me to
ride left seat and log the time? Also he's an ATP, would that make
any difference?

I am not a lawyer or a Fed, so take what I say with a grain of salt. You, as a Private, cannot act as PIC or SIC on any leg that is for revenue. If it is a "dead leg," such as returning to the home base after a drop, you are under Part 91, and if rated in the airplane you can fly it. If you are with an instructor, you can log dual-received as well. The fact that he is an instructor or ATP flying with you does not make a difference for legality; it is NOT legal for you to fly and log time whether for private or common carriage flights (pt 91 or 135). Just my opinion, but it is a very grey area, and I would not chance anyone asking questions.
>
>
> 2. A good friend who's also a fellow co-worker has his commercial
ticket already and has access to a Piper Cherokee 6 (PA32-260). One
of my good friends who also owns a few dealerships between NC, SC,
WV, PA. He wants to incorporate aviation into his business and has
been looking between Piper Saratoga, Senecas, Cessna 210's and even
Baron 58's. Since he hasn't purchased anything yet. He's been trying
to get in contact with the friend who has the Cherokee 6 and a
commercial ticket. OK, all of that to ask this! If the friend with
the Cherokee 6 and the commercial ticket agrees to help the friend
with the multi state dealerships, can the friend with just the
private ticket (who's trying to build time) make some of these trips
in the left or right seat and log time, since a commercial pilot is
also at the flight controls?

It doesn't matter what seat you sit in, PIC is PIC. So, flying with another pilot in an airplane certified for one pilot (Cherokee 6), only one of you can be PIC, and that is designated prior to flight per the FARs. However, when an instructor is flying with you for dual instruction, the instructor is techically PIC, eventhough you may both be logging it. That being said, with just the Commercial rated pilot with you, sure, you can log the time, but you can't legally be PIC, since the flight is operated under private carriage (he would have to legally be the PIC). If an examiner asks how you built the time, that would be a slippery slope.

Be careful, and I would suggest reading a Commercial oral guide to help answer the questions a little better than I. Remember, as a Private Pilot, everything has to be "pro-rata share." IF NOTHING IS COMING OUT OF YOUR POCKET, IT IS NOT LEGAL. Good luck.

73
Brad Brooks
KC9NHJ
>
>

591. Making Progress

Yahoo group: Flying_Hams
Date: 2008-10-26 17:08:43 UTC
From: Scott
Topic: 591 Message: 591
Attachments: 1 described; binary payloads are missing from this source WARC

Finished up the L.O. for the 10 GHz transverter yesterday. Not bad since it's ONLY been a week since I bought the kit ;) Going to do the preliminary voltage testing today. Next up, build the transverter control board...

Old eyes and tiny parts make parts of the build challenging, but not impossible. Boy, those 1206 sized parts are HUGE! ;)

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

592. vxa-700

Yahoo group: Flying_Hams
Date: 2008-10-31 00:57:18 UTC
From: D B
Topic: 592 Message: 592

hi ya ll
I'm new to the group I've been having a heck of a time finding a vxa-700 ANYWHERE e-bay,catalogs ETC.

I had mine stolen from my car so i would like to replace it so if anyone has a lead on eone I would appreciate it
73's Dave B KA8PSH

593. California Hams

Yahoo group: Flying_Hams
Date: 2008-11-09 01:04:12 UTC
From: Daniel Hileman
Topic: 592 Message: 593

Hey Everyone...I am all settled in here around Merced, CA...flying everyday. I just flew 200+ hours in two months. Anyone in the area, let me know what airport you are based at, I am always looking for good airports to take the students too in the San Joaquin Valley. maybe we can have an eyeball, and coffee.

73,

Daniel N9WX

To: Flying_Hams@yahoogroups.comFrom: noosp50@...: Fri, 31 Oct 2008 00:57:18 +0000Subject: [Flying_Hams] vxa-700

_____
See how Windows® connects the people, information, and fun that are part of your life
http://clk.atdmt.com/MRT/go/119463819/direct/01/

594. Hi

Yahoo group: Flying_Hams
Date: 2008-11-27 02:56:55 UTC
From: Daniel
Topic: 33 Message: 594

Hi...Where the heck is everyone? I've had no internet (except at work) and just checking in to see what's going on...I see no activity. What's everyone up to? It's winter, it should be more time for hangar flying in many of the states. I guess no one wants to talk about Flying, they just want to play with the radio. :-) Come on everyone, let us all know what you are up to.

73,
Daniel N9WX

595. Re: [Flying_Hams] Hi

Yahoo group: Flying_Hams
Date: 2008-11-27 03:17:49 UTC
From: Scott
Topic: 33 Message: 595

Yup...winter time...tons of radio projects. Check my ham radio page at
http://corbenflyer.tripod.com to see what I've been up to and what I
have yet to start before summer gets here...

Scott
N0EDV

Daniel wrote:

> Hi...Where the heck is everyone? I've had no internet (except at work)
> and just checking in to see what's going on...I see no activity.
> What's everyone up to? It's winter, it should be more time for hangar
> flying in many of the states. I guess no one wants to talk about
> Flying, they just want to play with the radio. :-) Come on everyone,
> let us all know what you are up to.
>
> 73,
> Daniel N9WX
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

596. Pilot Receives Assistance in In-Flight Emergency

Yahoo group: Flying_Hams
Date: 2008-11-27 04:37:52 UTC
From: Johnny
Topic: 596 Message: 596

Here's a story of a pilot that receives in-flight assistance to land his aircraft in an emergency (successfully):

News Story of Disabled Pilot
<http://news.aol.com/article/pilot-blinded-by-stroke-lands-safely/241734\
>

<http://news.aol.com/article/pilot-blinded-by-stroke-lands-safely/241734\
>

597. (no subject)

Yahoo group: Flying_Hams
Date: 2008-11-17 16:35:31 UTC
From: Ray Albarelli | KC9JBM
Topic: 597 Message: 597

Hello Everyone,

I've decided to start using Facebook more. I'm gonna post pretty much every boring thing I do, from brewing up a pale ale to fighting a tire fire. I've also added Loopt to my profile to update my location in association with a journal of events. If you are already using Facebook, you are welcome to add me as a friend.

http://www.facebook.com/people/Ray_Albarelli/541070376

Ray Albarelli
www.raimondoalbarelli.com

Phone: (312) 235-BEER
Nextel Direct Connect: 110*75923*15

"Sometimes at night we would go up to the planetarium, lay on the roof and look up at the stars. It was like being in a galaxy sandwich". - Steven Wright

598. What?!?!

Yahoo group: Flying_Hams
Date: 2008-12-02 11:35:57 UTC
From: Scott
Topic: 598 Message: 598

Kind of looks like a deathtrap to me...

http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=260325125475

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

599. One step closer...

Yahoo group: Flying_Hams
Date: 2008-12-03 01:59:17 UTC
From: Scott
Topic: 599 Message: 599

Hi all,

Thanks to all who have provided help with my various questions. Got the MicroLO all tuned up tonight. With everything mounted as it should be, the LO looks clean (had all kinds of spurs before I mounted everything). Going to watch it for a while longer tonight to be sure. Have +8.34 dBm @ 10224 MHz, so all is well (spec'ed at +7 dBm minimum). Going to take a break for tonight and add 2M drive tomorrow night to tune up the output pipe caps. Hopefully, I'll have 10 mW of 10 GHz RF tomorrow night :) Haven't figured out how I'm going to tune the receive pipe caps yet...no signal generator at 10368 MHz. I do have an 1152 MHz LO board for my W1GHZ 1296 transverter, so maybe I'll try to make up a filter for 10 GHz and take a harmonic. All I have left then is the 3W amp...that should be fairly uneventful to build (as long as it doesn't oscillate) :)

Cripes, I MIGHT even be able to partake in the snow scatter season this winter :)

--

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

600. Re: [Flying_Hams] Hi

Yahoo group: Flying_Hams
Date: 2008-12-03 02:42:08 UTC
From: Rick Hampton
Topic: 33 Message: 600

Straight from the "Better Late Than Never" Department...

I finally soloed this past Saturday. One of those cases where doing is
a LOT more fun than talking about it. :)

73,
Rick, WD8KEL

Daniel wrote:
>
> Hi...Where the heck is everyone? I've had no internet (except at work)
> and just checking in to see what's going on...I see no activity.
> What's everyone up to? It's winter, it should be more time for hangar
> flying in many of the states. I guess no one wants to talk about
> Flying, they just want to play with the radio. :-) Come on everyone,
> let us all know what you are up to.
>
> 73,
> Daniel N9WX
>
>
>

601. Re: [Flying_Hams] Hi

Yahoo group: Flying_Hams
Date: 2008-12-03 03:40:08 UTC
From: Scott
Topic: 33 Message: 601

Awesome! Congrats! I remember my first solo at 16 some 30 years ago
just like it was yesterday :)

Scott
N0EDV

Rick Hampton wrote:

> Straight from the "Better Late Than Never" Department...
>
> I finally soloed this past Saturday. One of those cases where doing
> is a LOT more fun than talking about it. :)
>
> 73,
> Rick, WD8KEL
>
> Daniel wrote:
>
>> Hi...Where the heck is everyone? I've had no internet (except at work)
>> and just checking in to see what's going on...I see no activity.
>> What's everyone up to? It's winter, it should be more time for hangar
>> flying in many of the states. I guess no one wants to talk about
>> Flying, they just want to play with the radio. :-) Come on everyone,
>> let us all know what you are up to.
>>
>> 73,
>> Daniel N9WX
>>
>>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

602. RE: [Flying_Hams] Hi

Yahoo group: Flying_Hams
Date: 2008-12-03 13:48:47 UTC
From: Jim Muse
Topic: 33 Message: 602

CONGRATULATIONS!

Jim

WB6KKG

Skymaster 1952M

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Rick Hampton
Sent: Tuesday, December 02, 2008 6:42 PM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Hi

Straight from the "Better Late Than Never" Department...

I finally soloed this past Saturday. One of those cases where doing is
a LOT more fun than talking about it. :)

73,
Rick, WD8KEL

Daniel wrote:

Hi...Where the heck is everyone? I've had no internet (except at work)
and just checking in to see what's going on...I see no activity.
What's everyone up to? It's winter, it should be more time for hangar
flying in many of the states. I guess no one wants to talk about
Flying, they just want to play with the radio. :-) Come on everyone,
let us all know what you are up to.

73,
Daniel N9WX

<http://geo.yahoo.com/serv?s=97359714/grpId=17346433/grpspId=1705063108/
msgId=594/stime=1227754660/nc1=4025291/nc2=5191955/nc3=5028928>

603. Air Mobile HF Freqs Nets

Yahoo group: Flying_Hams
Date: 2008-12-09 06:01:53 UTC
From: expeditionradio
Topic: 603 Message: 603

HFPACK supports Aeronautical Mobile operators on HF with all Upper Sideband net frequencies. Website: http://hfpack.com

HFpack has many pilots who operate on the HFpack Frequencies and enjoy contacts with base, mobile, portable, bicycle, and backpack operators. I've worked several Air Mobile ops on HF from my bike and backpack.

Here are some of the HFpack calling frequencies for SSB (airplane radio HF 1kHz channels).

3791.0 kHz USB
3996.0 kHz USB
7065.0 kHz USB
7185.5 kHz USB (7185.0)
7296.0 kHz USB
10145.0 kHz USB
14342.5 kHz USB (14342.0) PRIMARY
14346.0 kHz USB
18157.5 kHz USB (18157.0) SECONDARY
21347.5 kHz USB (21347.0)
24932.0 kHz USB
28312.5 kHz USB (28312.0)

Also, if your airplane radio has ALE, there is a ham radio ALE net that you can program into it, and this provides very good coverage 24/7 in a large part of the world. ALE information: http://hflink.com

73 Bonnie VR2/KQ6XA
Hong Kong

604. 10 GHz Rainscatter QSO

Yahoo group: Flying_Hams
Date: 2008-12-14 22:03:39 UTC
From: Scott
Topic: 604 Message: 604

Here's a nice rainscatter video. I love the variable attenuator at the end!

http://www.youtube.com/watch?v=uzIiICw36zg&feature=related

Scott
N0EDV

605. New 10 GHz Player

Yahoo group: Flying_Hams
Date: 2008-12-20 22:50:01 UTC
From: Scott
Topic: 605 Message: 605

Since the weather is miserable today (snowing AGAIN!), I devoted the
afternoon to finishing up the 10 GHz PA module. It is done and tested.
Was able to get 4W out with the full 10 mW drive from the transverter.
I set the transverter drive level to obtain 2W out of the PA module.
I'm going to run at that level and see how it works out before jumping
up to the 3W level DEMI says it can do. I'm a conservative after all ;)

So, the guts of the system are now complete and I can turn my attention
to assembling the system components together and get some good RF cables
to tie it all together. I'm thinking of using a short run of UT-141
between the amp and the feedhorn (the amp will be permanently mounted to
the bottom side of the feedhorn arm). Then I was thinking of a run of
LMR-240 from the transverter to the amp...probably around 2 or 3 feet.
I hope to be able to mount the transverter on the back side of the dish
or maybe to a leg of the tripod. Comments?

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

606. The Life of a Comm Tech

Yahoo group: Flying_Hams
Date: 2008-12-23 03:51:41 UTC
From: Scott
Topic: 606 Message: 606
Attachments: 7 described; binary payloads are missing from this source WARC

Enjoy!

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

607. [Fwd: [ParasolAirplanes] Powell Obituary]

Yahoo group: Flying_Hams
Date: 2009-01-05 11:15:56 UTC
From: Scott
Topic: 607 Message: 607
Attachments: 2 described; binary payloads are missing from this source WARC

Sad news indeed :(

Scott

-------- Original Message --------
Subject: [ParasolAirplanes] Powell Obituary
Date: Mon, 05 Jan 2009 05:10:16 -0000
From: Fred Stratman <fstratman@...>
Reply-To: ParasolAirplanes@yahoogroups.com
To: ParasolAirplanes@yahoogroups.com

I was saddened to just learn of the passing of Cdr. John Powell, the
designer of the Acey Deucy tandem parasol.

http://www.newportdailynews.com/articles/2008/12/29/obits/dates/december_2008/0975-powell.
txt
<http://www.newportdailynews.com/articles/2008/12/29/obits/dates/december_2008/0975-powell
.txt>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

608. [Fwd: U say U want to fly?]

Yahoo group: Flying_Hams
Date: 2009-01-08 03:01:50 UTC
From: Scott
Topic: 608 Message: 608
Attachments: 1 described; binary payloads are missing from this source WARC

http://vimeo.com/moogaloop.swf?clip_id=1778399&server=vimeo.com&show_title=1&show_byline=1
&show_portrait=0&color=&fullscreen=1

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

609. [Fwd: CHINO AIR SHOW, LOTS OF PHOTOS , WWII PLANES, TANKS]

Yahoo group: Flying_Hams
Date: 2009-01-23 03:37:28 UTC
From: Scott
Topic: 609 Message: 609
Attachments: 1 described; binary payloads are missing from this source WARC

-------- Original Message --------
Subject: CHINO AIR SHOW, LOTS OF PHOTOS , WWII PLANES, TANKS
Date: Thu, 22 Jan 2009 19:02:36 -0600
From: Don Schmelzer <dschmelzer@...>
To: <Undisclosed-Recipient:;>

http://home.comcast.net/~bzee1b/Chino/Chino.html
<http://home.comcast.net/%7Ebzee1b/Chino/Chino.html>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

610. Morse Code VS Text Messaging

Yahoo group: Flying_Hams
Date: 2009-01-27 13:02:27 UTC
From: Ray Albarelli | KC9JBM
Topic: 610 Message: 610
Attachments: 1 described; binary payloads are missing from this source WARC

Hey Guys,

Thought this was pretty cool and figured you might enjoy it too!

Ray

611. RE: [Flying_Hams] Morse Code VS Text Messaging

Yahoo group: Flying_Hams
Date: 2009-01-27 18:38:05 UTC
From: Jim Muse
Topic: 610 Message: 611

Very good!

Jim

WB6KKG

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Ray Albarelli | KC9JBM
Sent: Tuesday, January 27, 2009 5:02 AM
To: Flying Hams; MadisonAmateurRadio@yahoogroups.com
Subject: [Flying_Hams] Morse Code VS Text Messaging

Hey Guys,

Thought this was pretty cool and figured you might enjoy it too!

Ray

612. Re: [Flying_Hams] Morse Code VS Text Messaging

Yahoo group: Flying_Hams
Date: 2009-01-27 21:05:32 UTC
From: William M. Pasternak
Topic: 610 Message: 612
Attachments: 2 described; binary payloads are missing from this source WARC

The guy transmitting is my friend Chip Margelli, K7JA, who at the time of the taping was the VP of US Sales for Vertex-Standard (Yaesu). Hes now a VP with HeilSound Ltd.

de
Bill P. / WA6ITF

At 07:02 AM 1/27/2009 -0600, you wrote:

>Hey Guys,
>
>Thought this was pretty cool and figured you might enjoy it too!
>
>Ray
>
>
>Content-Type: video/x-ms-wmv; name="MorseorText.wmv"
>Content-Disposition: attachment; filename="MorseorText.wmv"
>X-Attachment-Id: 0.1
>

613. Do you have the airport in sight???

Yahoo group: Flying_Hams
Date: 2009-02-04 12:21:40 UTC
From: Scott
Topic: 613 Message: 613

http://www.youtube.com/watch?v=h-9RPJDoC5E

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

614. Re: [Flying_Hams] Do you have the airport in sight???

Yahoo group: Flying_Hams
Date: 2009-02-05 01:13:19 UTC
From: Ray Albarelli | KC9JBM.com
Topic: 613 Message: 614

That was KEWL!

Ray Albarelli
KC9JBM
raimondoalbarelli.com
Mobile & MMS: +1 (920) 728-2337
Nextel Direct Connect: 110*75923*15

"Sometimes at night we would go up to the planetarium, lay on the roof and look up at the stars. It was like being in a galaxy sandwich". - Steven Wright

Contact me at a location near you:

Helenville WI: +1 (920) 699-5999

Milwaukee WI: +1 (414) 531-6258

Chicago IL: +1 (312) 235-2337

New York NY: +1 (347) 408-1235

Brisbane QLD: +61 (7) 3103 3264

Seattle WA & FAX: +1 (206) 203-4240

On Wed, Feb 4, 2009 at 6:21 AM, Scott <acepilot@...> wrote:

> http://www.youtube.com/watch?v=h-9RPJDoC5E
>
> --
> Scott N0EDV
> http://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>
>
>

615. [Fwd: Building the B-24 at Ford's Willow Run plant - WWII]

Yahoo group: Flying_Hams
Date: 2009-03-01 17:35:47 UTC
From: Scott
Topic: 615 Message: 615

Long slideshow presentation, but WORTH every minute of it!

ENJOY!!

Scott

-------- Original Message --------
Subject: Building the B-24 at Ford's Willow Run plant - WWII
Date: Fri, 27 Feb 2009 10:32:18 -0500
From: John Durborow <jdurb@...>
To: <@...;>

286 slide show pictures showing WWII activities at Willow Run including
facilities, B-24 production, famous people of the day, women in
production work force. Official Ford photos.

http://public.fotki.com/Kos/members_photo_galle/wiilow_run_bomber/?cmd=fs_slideshow

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

616. [Fwd: My Weekend Project]

Yahoo group: Flying_Hams
Date: 2009-03-10 00:22:04 UTC
From: Scott
Topic: 616 Message: 616
Attachments: 2 described; binary payloads are missing from this source WARC

-------- Original Message --------

Subject:

My Weekend Project

Date:

Mon, 09 Mar 2009 23:41:44 +0000

From:

Scott

Reply-To:

acepilot@...

To:

Joe Belany

Here's a couple pics of the harmonic generator and filter (pipe cap) for
10 GHz...to be driven with the 1152 MHz LO that will be used with my
W1GHZ 1296 transverter. Will be adding harmonic generators and pipe cap
filters for 5760 and 3456 MHz later. The function of this box is to
generate harmonics of the LO signal to provide signals at 10368, 5760
and 3456 MHz as a quick test to make sure the transverter receivers are
working and for tuning up new transverters as I build them :) It gets its DC
power from the LO module through the connecting coax, so there won't be
a need for a separate DC power lead. As the coax is connected to the
"IN" SMA connector, the LED lights, confirming DC power is getting to
the unit.

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

617. [Fwd: Fw: 100-yr-old Wright Bros. Film]

Yahoo group: Flying_Hams
Date: 2009-03-11 22:16:22 UTC
From: Scott
Topic: 617 Message: 617

-------- Original Message --------

Subject:

Fw: 100-yr-old Wright Bros. Film

Date:

Wed, 11 Mar 2009 11:17:35 -0400

From:

John Durborow

To:

<@...;>

Pretty amazing. Note the Roman aqueduct and ruins.

Subject: Amazing 100 year old film

I thought you might be interested in this film clip from the
Austrian archives about the Wright Brothers demonstrating their plane
in Italy in 1909. What is even more fantastic is there was an on-board
camera on the Wright plane and the last part of this film shows it.
Wilbur Wright is at the controls on both of the flights. Its a GREAT
video considering it's 100 years old and the quality/weight of the
equipment of that day. Note the pitch stability and the yaw string on
the canard.

http://www.europafilmtreasures.eu/PY/322/see-the-film-wilbur_wright_and_his_flying_machine
' (http://www.europafilmtreasures.eu/PY/322/see-the-film-wilbur_wright_and_his_flying_mach
ine%27)

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

618. [Fwd: Fw: Jessica Cox - Armless Pilot]

Yahoo group: Flying_Hams
Date: 2009-03-17 21:11:07 UTC
From: Scott
Topic: 618 Message: 618

All I can say is wow!

-------- Original Message --------

Subject:

Fw: Jessica Cox - Armless Pilot

Date:

Tue, 17 Mar 2009 11:57:37 -0400

From:

John Durborow

To:

<@...;>

This is an impressive young lady! A MUST see video.

Subject: Fwd: Jessica Cox - Armless Pilot

http://www.foxnews.com/video2/video08.html?maven_referralObject=3373240&maven_referralPlaylistId=&sRevUrl=http://www.foxnews.com/

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

619. RE: [Flying_Hams] [Fwd: Fw: Jessica Cox - Armless Pilot]

Yahoo group: Flying_Hams
Date: 2009-03-17 23:29:49 UTC
From: Jim Muse
Topic: 618 Message: 619

Scott,

Thanks for that clip. What a gal!

Jim

WB6KKG

N1952M

620. 10 GHz Dish Assembly

Yahoo group: Flying_Hams
Date: 2009-03-22 20:43:45 UTC
From: Scott
Topic: 620 Message: 620
Attachments: 2 described; binary payloads are missing from this source WARC

Hello all...

Finally had good enough weather this weekend to work in the shop and finish up my 10 GHz station. I had bought a bag of about 100 jumpers made of UT-141 and UT-085 hardline on ebay a while back, so I am using a couple of them to route signals from the T/R relay mounted on the feedhorn to the RX port of the transverter. There is a short run from the TX port on the transverter to the input port of the 3W amplifier module. The final run connects the amplifier output to the T/R relay.

I am still in need of a much sturdier tripod. I am not going to trust the equipment to this light duty camera tripod! I may just end up building something out of 4130 Chrome-Moly aircraft tubing or using a surveyors tripod...the tripod seems to be the weak link in many 10 GHz portable stations!

Hoping to be sending out some microwave RF from EN45fa this week...if we get some decent storm cells for rainscatter. Looks fairly promising in the next day or two.

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

622. Re: [WeLCARS] Superfest

Yahoo group: Flying_Hams
Date: 2009-04-05 03:17:06 UTC
From: Ray Albarelli | KC9JBM.com
Topic: 622 Message: 622

The AES Superfest was awesome.

I posted some pics on my blog if you are interested:

http://www.kc9jbm.com/2009/04/aes-superfest-2009.html

Ray Albarelli
KC9JBM
raimondoalbarelli.com
Mobile & MMS: +1 (920) 728-2337
Nextel Direct Connect: 110*75923*15

On Sat, Apr 4, 2009 at 7:33 PM, Christopher Burke wrote:

> So... how was Superfest, you crazies? I was wiped out when I got home,
> so I never made it up there...
>
> 73! Chris N9YH
>
> --
> Chris Burk
>
>

623. [Fwd: [CVVHF] Not A Joke]

Yahoo group: Flying_Hams
Date: 2009-04-05 07:32:49 UTC
From: Scott
Topic: 623 Message: 623

Do these sound like a good deal? Maybe I better stock up! ;)

Scott
N0EDV

-------- Original Message --------

Subject:

[CVVHF] Not A Joke

Date:

Sat, 04 Apr 2009 22:42:28 -0500

From:

Allan W Schlaugat

Reply-To:

allanws@..., Chippewa Valley VHF

Organization:

From high atop Albertview Acres, in Galt's Gulch, Albertville, WI

To:

cvvhf@...

I think I have seen it all...

http://hardocp.com/images/news/1237476767fPYMHIsYVF_1_1_l.gif

_____
http://www.cvvhf.org
CVVHF mailing list
CVVHF@...
http://cvvhf.org/mailman/listinfo/cvvhf_cvvhf.org

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

624. ECHOLINK!??

Yahoo group: Flying_Hams
Date: 2009-04-06 20:30:46 UTC
From: Daniel
Topic: 624 Message: 624

Hi Everyone,

I got moved back to the Dallas, TX area, and am Instructing again. Come see me at the Denton airport KDTO if you are in the area.
I am on Echolink if anyone wants to chat. Anyone know how to start a conference or do any of you have a link or repeater on there that would like to have an Echolink net until the HF bands come back around?? Look for me on Echolink almost every evening after about 7pm CST! Keep flying safe!

73,
Daniel N9WX

625. Re: [Flying_Hams] ECHOLINK!??

Yahoo group: Flying_Hams
Date: 2009-04-06 21:31:30 UTC
From: Scott
Topic: 624 Message: 625

Since you're now back in DFW area, you might think about attending Microwave Update 2009. It's in October. It's geared toward us microwave banders and is a bit technical, but there is always the hospitality suite after the days presentations ;) I will be there! Flying down commercially from MSP airport. Would be a nice place to meet fellow ham-pilots that live in the DFW area...

http://www.microwaveupdate.org/

Scott, N0EDV

Daniel wrote:

Hi Everyone,

I got moved back to the Dallas, TX area, and am Instructing again. Come see me at the Denton airport KDTO if you are in the area.
I am on Echolink if anyone wants to chat. Anyone know how to start a conference or do any of you have a link or repeater on there that would like to have an Echolink net until the HF bands come back around?? Look for me on Echolink almost every evening after about 7pm CST! Keep flying safe!

73,
Daniel N9WX

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

627. ECHOLINK!??

Yahoo group: Flying_Hams
Date: 2009-04-06 20:31:21 UTC
From: Daniel
Topic: 624 Message: 627

Hi Everyone,

I got moved back to the Dallas, TX area, and am Instructing again. Come see me at the Denton airport KDTO if you are in the area.
I am on Echolink if anyone wants to chat. Anyone know how to start a conference or do any of you have a link or repeater on there that would like to have an Echolink net until the HF bands come back around?? Look for me on Echolink almost every evening after about 7pm CST! Keep flying safe!

73,
Daniel N9WX

628. Re: [Flying_Hams] ECHOLINK!??

Yahoo group: Flying_Hams
Date: 2009-04-14 00:36:55 UTC
From: Tom Kraemer
Topic: 624 Message: 628

Looked for you around 7:15 tonight on echolink.... No
joy... :'(Just wanted to say welcome to Texas!

Tom
K5TPK
Frisco, TX

At 03:31 PM 4/6/2009, you wrote:

>Hi Everyone,
>
>I got moved back to the Dallas, TX area, and am Instructing again.
>Come see me at the Denton airport KDTO if you are in the area.
>I am on Echolink if anyone wants to chat. Anyone know how to start a
>conference or do any of you have a link or repeater on there that
>would like to have an Echolink net until the HF bands come back
>around?? Look for me on Echolink almost every evening after about
>7pm CST! Keep flying safe!
>
>73,
>Daniel N9WX
>
>
>
>No virus found in this incoming message.
>Checked by AVG - www.avg.com
>Version: 8.0.238 / Virus Database: 270.11.50/2051 - Release Date:
>04/09/09 19:01:00

629. Re: ECHOLINK!??

Yahoo group: Flying_Hams
Date: 2009-04-15 12:48:24 UTC
From: Daniel
Topic: 624 Message: 629

Hi Tom,
Sorry...they switched my schedule this week for some reason, and have had me flying from 12pm-8pm, so been getting back a little later. Hopefully they will get me a little earlier schedule so that I can get on a little more.

Daniel N9WX

--- In Flying_Hams@yahoogroups.com, Tom Kraemer <slapshot@...> wrote:
>
> Looked for you around 7:15 tonight on echolink.... No
> joy... :'(Just wanted to say welcome to Texas!
>
> Tom
> K5TPK
> Frisco, TX
>
> At 03:31 PM 4/6/2009, you wrote:
>
>
> >Hi Everyone,
> >
> >I got moved back to the Dallas, TX area, and am Instructing again.
> >Come see me at the Denton airport KDTO if you are in the area.
> >I am on Echolink if anyone wants to chat. Anyone know how to start a
> >conference or do any of you have a link or repeater on there that
> >would like to have an Echolink net until the HF bands come back
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> >Daniel N9WX
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> >Version: 8.0.238 / Virus Database: 270.11.50/2051 - Release Date:
> >04/09/09 19:01:00
>

630. [Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!]

Yahoo group: Flying_Hams
Date: 2009-04-19 00:51:52 UTC
From: Scott
Topic: 630 Message: 630
Attachments: 2 described; binary payloads are missing from this source WARC

[Attachment content not displayed]

631. Re: [Flying_Hams] [Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!]

Yahoo group: Flying_Hams
Date: 2009-04-19 05:35:39 UTC
From: Charles Reiche
Topic: 630 Message: 631

Im sorry to report that this was not a lighting strike, It was a cabin electrical fire on the ground after connecting ground power.
Charles Reiche
N3CRT

On Sat, Apr 18, 2009 at 8:51 PM, Scott <acepilot@...> wrote:

>
>
>
>
> -------- Original Message --------
> Subject: Delta ASA - RJ Lightening Strike... Whoa!!! Date: Sat, 18 Apr
> 2009 15:54:18 -0500 From: Don Schmelzer <dschmelzer@...><dschmelzer@...> To:
> <@sbcglobal.net;>
>
> **
> **
>
> This was a really bad hit. I'll bet the pilot can still hear "Jingle
> Bells". from that one, if he is able to hear at all...
> Wow!! That could be very hard on the 'Drums"
>
>
> **
> ---
>
>
>
> --
> Scotthttp://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>
>
>
>
>
>
> ---
>
> *From:* avcolantoni@...t [mailto:avcolantoni@...]
> *Sent:* Thursday, April 09, 2009 4:41 AM
> *To:* Barber, Greg; Clements, Charlie; Jones, Howard; Weisberg, Neal
> *Subject:* Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!

>
>
>
>
> ----- Forwarded Message -----
> From: "Doug Witham" <dougwitham@...>
> To: avcolantoni@...
> Sent: Wednesday, April 8, 2009 9:53:01 PM GMT -05:00 US/Canada Eastern
> Subject: Fw: Delta ASA - RJ Lightening Strike... Whoa!!!
>
> □
>
>
>
> ----- Original Message -----
>
> *From:* KPEP@...
>
> *To:* N1FLYER@...
>
> *Cc:* dougwitham@...
>
> *Sent:* Wednesday, April 08, 2009 9:20 PM
>
> *Subject:* Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!
>
>
>
> Rick: Any idea when this might have happened? Phillis is riding ASA on
> 4/29 (ATL-GPT) & again on 5/6 (GPT-ATL). Best to you and Brenda, Ken
>
>
>
> ---
>
> New Deals on Dell Netbooks - Now starting at $299<http://pr.atwola.com/promoclk/100126575x1219939010x120134
2897/aol?redir=http:%2F%2Fad.doubleclick.net%2Fclk%3B213771626%3B35379597%3Bw>
>
>
> No virus found in this outgoing message.
> Checked by AVG - www.avg.com
> Version: 8.5.287 / Virus Database: 270.12.0/2066 - Release Date: 04/18/09
> 09:55:00
>
>
>

632. More on Lightning

Yahoo group: Flying_Hams
Date: 2009-04-19 14:57:15 UTC
From: Johnny
Topic: 632 Message: 632

Lightning strikes can cause havoc with instruments and avionics, even if they're not directly affected. Pull the unit out of the panel and it checks out okay. Put it back and the problem persists.

Often the problem can be traced to magnetism caused by a lightning strike. Small parts and assemblies can be degaussed (de-magnetized) with a coil or wand.

A friend of mine had an electric weld done on a frame member of his Citabria and inadvertantly magnetized the entire frame of the aircraft. (Another good reason to use a gas weld.) His compass and other sensitive instruments were severely affected.

Moly steel tubing can be magnetized rather easily but what about aluminum? Can aluminum be magnetized? I would have said "no" but some claim that it can. What about this? (Here's a link to a discussion on the topic.):

Demagnetizing After a Lightning Strike
<http://www.airliners.net/aviation-forums/tech_ops/read.main/96104/>

633. Echolink Conference???

Yahoo group: Flying_Hams
Date: 2009-04-20 00:22:12 UTC
From: Daniel
Topic: 633 Message: 633

Hi Everyone,

Just wanted to tell everyone Hi. I will try to be checking my email from the group more often. Hope everyone is doing well and getting a lot of flying. I have been grounded alot here in North Texas alot lately due to weather (wind mostly, although Tstorms are starting to get fired up) I am on Echolink as time permits. My roomie (and fellow Flight Instructor) just earned his Amateur radio license, fulfilling a 40+ year dream for him. He is now KF5AMY. He's been on echolink a lot chatting with everyone. We have 2m set up in the apartment with a 2 ele quad out on the balcony. Is anyone interested in setting up a conference on echolink?? I am not sure how to go about that...anyone know how complicated or expensive that would be? We have a high speed cable internet connection here.

Daniel N9WX

634. Re: [Flying_Hams] [Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!]

Yahoo group: Flying_Hams
Date: 2009-04-20 01:21:32 UTC
From: Scott
Topic: 630 Message: 634

Dang, I was thinking it would make a great story ;)

Charles Reiche wrote:
>
>
> Im sorry to report that this was not a lighting strike, It was a cabin
> electrical fire on the ground after connecting ground power.
> Charles Reiche
> N3CRT
>
>
> On Sat, Apr 18, 2009 at 8:51 PM, Scott <acepilot@...
> <mailto:acepilot@...>> wrote:
>
>
>
>
>
> -------- Original Message --------
>
> Subject: Delta ASA - RJ Lightening Strike... Whoa!!!
> Date: Sat, 18 Apr 2009 15:54:18 -0500
> From: Don Schmelzer <dschmelzer@...>
> <mailto:dschmelzer@...>
> To: <@... <http://sbcglobal.net>;>
>
>
>
>
>
>
> This was a really bad hit. I'll bet the pilot can still hear
> "Jingle Bells". from that one, if he is able to hear at all...
> Wow!! That could be very hard on the 'Drums"
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> ---
>
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>
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> Scott
> http://corbenflyer.tripod.com/ <http://corbenflyer.tripod.com/>
> Flying Corben Junior Ace - Building RV-4

> Gotta Fly or Gonna Die
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> *From:* avcolantoni@... <mailto:avcolantoni@...>
> [mailto:avcolantoni@... <mailto:avcolantoni@...>]
> *Sent:* Thursday, April 09, 2009 4:41 AM
> *To:* Barber, Greg; Clements, Charlie; Jones, Howard; Weisberg, Neal
> *Subject:* Fwd: Delta ASA - RJ Lightening Strike... Whoa!!!
>
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> From: "Doug Witham" <dougwitham@...
> <mailto:dougwitham@...>>
> To: avcolantoni@... <mailto:avcolantoni@...>
> Sent: Wednesday, April 8, 2009 9:53:01 PM GMT -05:00 US/Canada Eastern
> Subject: Fw: Delta ASA - RJ Lightening Strike... Whoa!!!
>
> □
>
>
>
> ----- Original Message -----
>
> *From:* KPEP@... <mailto:KPEP@...>
>
> *To:* N1FLYER@... <mailto:N1FLYER@...>
>
> *Cc:* dougwitham@... <mailto:dougwitham@...>
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> *Sent:* Wednesday, April 08, 2009 9:20 PM
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>
>
>
> Rick: Any idea when this might have happened? Phillis is riding
> ASA on 4/29 (ATL-GPT) & again on 5/6 (GPT-ATL). Best to you and
> Brenda, Ken
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>

> ---
>
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>
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>
> No virus found in this outgoing message.
> Checked by AVG - www.avg.com <http://www.avg.com>
> Version: 8.5.287 / Virus Database: 270.12.0/2066 - Release Date:
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--
Scott
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635. Re: [Flying_Hams] More on Lightning

Yahoo group: Flying_Hams
Date: 2009-04-20 11:05:39 UTC
From: Robert Wexelbaum
Topic: 632 Message: 635

Aluminum can not be permanenyly magnetised...however it can be electrically charged by static elecftricity as a result of a lightning strike. Electromagnetics dose include both magnetic and electric field considerations, because there is always a dual nature.

When I worked for TWA we once troubleshot a VHF transceivrceiver gripe. There was nothing wrong with the receiver itself. We finally found that the antenna had been hit by lightning and the center conductor of its coaxial transmission line (RGp-8) hads been burned open!!! The trasnsceiver was a vacuum tube type. I dunno if a solid statev transceiver would have survived.

When I woeked for Collins, I repaired automatic HF antenna couplers. Many were damaged by lightning strikes. Among the worst dammage I had seen was a total burn out...where only ashes remained of the entire RF tuning assembly when the case was opened.

Yes...Lightning can do some sderious damage.

Bob Wexelbaum, W2ILP
----- Original Message -----
From: Johnny
To: Flying_Hams@yahoogroups.com
Sent: Sunday, April 19, 2009 10:57 AM
Subject: [Flying_Hams] More on Lightning

Lightning strikes can cause havoc with instruments and avionics, even if they're not directly affected. Pul the unit out of the panel and it checks out okay. Put it back and the problem persists.

Often the problem can be traced to magnetism caused by a lightning strike. Small parts and assemblies can be degaussed (de-magnetized) with a coil or wand.

A friend of mine had an electric weld done on a frame member of his Citabria and inadvertantly magnetized the entire frame of the aircraft. (One good reason to use a gas weld.) His compass and other sensitive instruments were severely affected.

Moly steel tubing can be magnetized rather easily but what about aluminum? Can aluminum be magnetized? I would have said "no" but some claim that it can. What about this? (Here's a link to a discussion on the topic.):

http://www.airliners.net/aviation-forums/tech_ops/read.main/96104/

636. MYSPACE, Be my friend?

Yahoo group: Flying_Hams
Date: 2009-04-24 16:40:53 UTC
From: Daniel
Topic: 636 Message: 636

Hi Everyone,

Just thought I'd let you know, I'm on Myspace. Username: av8or78 if you want to add me as a friend. I am thinking about starting one for the Flying hams group on there, we could put pics of ourselves and aircraft/stations on there. I'll let you know if it goes up.

Daniel n9wx

637. Flying Hams Myspace

Yahoo group: Flying_Hams
Date: 2009-04-24 21:00:29 UTC
From: Daniel
Topic: 637 Message: 637

Hi again...We now have a Myspace page. Myspace Username: flyinghams

Be sure to add that and my personal page as friends, once again, mine is av8or78. If you want to add photos to the flyinghams myspace page, send the photo to flyinghams@... and I will post them on there for you. Be sure to tell me a little something about the photo, what it is of, etc. Thanks!

Daniel N9WX

638. Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-03 14:34:25 UTC
From: Daniel
Topic: 638 Message: 638

Hi Everyone,

Well, been looking for a good headset to HT interface to use while flying. I think I might have found a great link. Look at this:
http://wsanders.net/blog/static.php?page=static070527-095119 and see what you think.

Here are upcoming projects that my roomie (Chuck KF5AMY) and I'll be working on in the coming weeks:

-an Echolink RF link in Denton, TX (For everyone to use! About 10 watts and a Jpole at 25')
-Headset interface to use with the HT while Aeromobile.
-Possibly a Flying Hams Echolink conference (Need HELP with that one.)
-Trying Aeromobile simplex and into the Echolink RF link!

If anyone wants to help or put input on any of those or anything else, please let me know. We especially need help with the conference, I'm not sure what we have to do to do this. I am getting ready to get checked out as a Sport Pilot Instructor here as well, flying the Remos! What a NEAT airplane! Keep the group active, let us know what's going on with you!

73,

Daniel N9WX

639. Re: [Flying_Hams] Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-03 21:44:35 UTC
From: Scott
Topic: 638 Message: 639

Just got back from a rove with 10 GHz in Southern Minnesota. Had a good time, great weather. Have a minor problem with RX (suspect the RX side filters are mistuned when I aligned it...they're touchy). The far end heard me at S9 with my 2W but they were in the mud...so...back to some careful tuning ;) Best DX due to limited RX was 48 miles...Oh well, nice that Spring finally arrived today.

Scott
N0EDV

Daniel wrote:
>
>
> Hi Everyone,
>
> Well, been looking for a good headset to HT interface to use while
> flying. I think I might have found a great link. Look at this:
> http://wsanders.net/blog/static.php?page=static070527-095119
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> working on in the coming weeks:
>
> -an Echolink RF link in Denton, TX (For everyone to use! About 10
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> If anyone wants to help or put input on any of those or anything else,
> please let me know. We especially need help with the conference, I'm
> not sure what we have to do to do this. I am getting ready to get
> checked out as a Sport Pilot Instructor here as well, flying the
> Remos! What a NEAT airplane! Keep the group active, let us know what's
> going on with you!
>
> 73,
>
> Daniel N9WX
>
>

--
Scott
http://corbenflyer.tripod.com/

Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

640. Re: [Flying_Hams] Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-03 18:38:51 UTC
From: kk6mm@aol.com
Topic: 638 Message: 640

Hi All-

Daniel, I see on your list of projects "Headset interface to use with the HT while Aeromobile." Would this be something that would allow an HT to be connected in parallel with the aircraft headset(s)? The plane I'm flying has one NavComm and it be nice to also have my 2 meter handheld or aviation handheld plugged in so I could at least moinitor 2 frequencies at once.

Thanks

Jim KK6MM

In a message dated 5/3/2009 7:36:35 A.M. Pacific Daylight Time, n9wx@... writes:

Hi Everyone,

Well, been looking for a good headset to HT interface to use while flying. I think I might have found a great link. Look at this: _http://wsanders.http://wshttp://wsanhttp://wsanders.http://w_ (http://wsanders.net/blog/static.php?page=static070527-095119) and see what you think.

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If anyone wants to help or put input on any of those or anything else, please let me know. We especially need help with the conference, I'm not sure what we have to do to do this. I am getting ready to get checked out as a Sport Pilot Instructor here as well, flying the Remos! What a NEAT airplane! Keep the group active, let us know what's going on with you!

73,

Daniel N9WX

**********Access 350+ FREE radio stations anytime from anywhere on the web. Get the Radio Toolbar! (http://toolbar.aol.com/aolradio/download.html?ncid=emlcntusdown00000003)

641. Need info on A/C radar

Yahoo group: Flying_Hams
Date: 2009-05-03 22:02:36 UTC
From: Rick Hampton
Topic: 641 Message: 641

Hi, folks.

I have one of those oddball problems you have to shake your head at and need to know if anyone here has any pointers as to where I can get some technical and operational info on a/c radars?

Problem in a nutshell... the hospitals where I work have 802.11a WiFi networks installed, but aren't using them heavily yet. By law, some of the channels are shared with radar systems and the access points must monitor the frequencies and abandon them if radar is detected. Our system is logging radar "hits" and the manufacturer insists the problem is not false positive detections, but real radar signals with a source external to our buildings. Without going into all the details, let's just say I don't find their story compelling. (One good indicator though is the access points with the problem are in the basement of one of the hospitals. None of the other APs in the 16-story building are having any problems.) Among the top suspects have been claimed to be the TDWR at BOS (worked with the FAA to disprove this), police radar (way too high in frequency), etc.

I've been able to discredit most of the claims, but in the interest of thoroughness, I'm looking to see if someone knows the answers to the following or knows where I can find them...

1) What are the frequencies used by a/c radar, especially on commercial airliners?
2) What is the peak pulse power of a "typical" a/c radar?
3) What is the "typical" half-power beamwidth of an a/c radar?
4) How far from an airport are a/c radars turned on and off?

Thanks.

Rick (getting REALLY close to that magical check ride) Hampton, WD8KEL
Boston, MA

642. Re: [Flying_Hams] Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-04 00:27:14 UTC
From: sddave@san.rr.com
Topic: 638 Message: 642

HEY SCOTT,
I looked at the link that was put on but the guy was NOT USING his device while flying, but while he was on the ground. It had NOTHING TO DO with flying.

If you want to solve a very hard problem, I have found the solution to going aviation mobile with just about ANY handy talkie... Since all aviation headsets inside a decent aircraft are linked into some kind of intercom where you can not only hear ATC but also anything said in the cockpit by all passengers also wearing headsets, it is a simple solution.

Try this sometime... I have an ICOM w32A and I went to the ham store and got the combination mic and earpiece that you put over your ear and the mic comes down along side your face next to your mouth with a type of boom mic. It is simple.... ALL I DID was to wear the earpiece and then curl up the mic so that it is just about right next to the earpiece.... THEN put on my David Clark headset and plugged it into my normal plugs in the plane as I would to talk to ATC.... NOW, then I want to listen to a HAM FREQ, I simply turn up the volume on the ham radio and it plays into my ear... IF I want to Transmit, ANYTHING THAT I SAY in my David Clark NOISE CANCELLING MIC will then be heard in my HEADSET which also just happens to have the MIC portion of the HAM RADIO next to my ear so it is also hearing what I hear from the SPEAKER IN THE DAVID CLARK headset and of course comes out on the FREQ that I'm on for the Ham radio. I have used this simple, INEXPENSIVE technique and everyone who hears me says I'm very clear and very understandable. The ONLY problem is that if you have someone in the plane and want them to say HI on the radio, they simply have to talk in their MIC and I will also hear what they are saying in my headset, and all I have to do to TRANSMIT THEIR voice out on the RADIO is to KEY DOWN THE RADIO and tell them to say HI and they will also be heard on the Ham Radio freq that I'm transmitting on. The ONLY problem being that they can't HEAR what is being said back to them UNLESS they also happen to have a Ham radio and an Ear Piece and then they too can hear what is being said to them. It is so Simple and works GREAT..

There is no MATCHING of anything, just simply hang your ham radio on the storm window next to you and put your earpiece in your ear from the Ham Radio and the MIC next to your ear so that when the David Clarks go on, the Earpiece and MIC are both UNDER the nice GELs of Each side of your headset and there is your NOISE CANCELLING into the Ham Mic.

TRY IT, IT WORKS SO EASILY AND YOU WILL BE AMAZED AT THE QUALITY OF HOW YOU ARE BEING HEARD.

I once put a tape recorder in my home and tuned into the Ham Freq. that I was going to talk on and I was able to hear myself when I got back so very clearly as I was talking to friends for over 200 miles while in the air Aviation Mobile...

See ya,
Captain Dave Vincent - ATP up in Seattle now

---- Scott <acepilot@...> wrote:
> Just got back from a rove with 10 GHz in Southern Minnesota. Had a good

> time, great weather. Have a minor problem with RX (suspect the RX side
> filters are mistuned when I aligned it...they're touchy). The far end
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> > If anyone wants to help or put input on any of those or anything else,
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> > going on with you!
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> --
> Scott
> http://corbenflyer.tripod.com/
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>
>

643. [Fwd: Pictures from this weekend]

Yahoo group: Flying_Hams
Date: 2009-05-06 02:15:44 UTC
From: Scott
Topic: 643 Message: 643
Attachments: 13 described; binary payloads are missing from this source WARC

This is from this past weekend...5 hams roving about Southern Minnesota (from about Cannon Falls down to Rochester) working other stations on the amateur microwave bands. Hams present in the group: Jon, W0ZQ, Donn, WA2VOI, Scott, N0EDV, Joe, AI9Z and Glen, KC0IYT. Great weather! Minnesota sure has a LOT of gravel roads!

Scott
N0EDV

-------- Original Message --------

Subject:

Pictures from this weekend

Date:

Tue, 5 May 2009 14:41:13 -0700 (PDT)

From:

Joe Belany

To:

Scott Littfin , Jon W0ZQ

Here are the pics from this weekend, I could not find e-mail addresses for Don and Glen. Thanks for letting me tag along!

73,

Joe, AI9Z
Grid: EN46no
RV-4, Empenage
Pounding rivets...

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

644. RE: [Flying_Hams] [Fwd: Pictures from this weekend]

Yahoo group: Flying_Hams
Date: 2009-05-06 03:39:48 UTC
From: Jim Muse
Topic: 643 Message: 644

Geez... that's looks like fun.

Jim

WB6KKG

N1952M

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com]
On Behalf Of Scott
Sent: Tuesday, May 05, 2009 7:16 PM
To: acepilot; Adam Schmid; Allan W Schlaugat; Bill K0AWU; Brad Zuehlke
N9BZ; cbetz@...; Don Schmelzer; Fast Eddie;
Flying_Hams@yahoogroups.com; Fritz Black Home; Guy; Joe Eide; K9MU;
N9ETD; N9QWH; nimrods@yahoogroups.com; Ray J; Robert; Susan Littfin;
WA9HCZ Jerome La Crosse; wdebjm@...
Subject: [Flying_Hams] [Fwd: Pictures from this weekend]

This is from this past weekend...5 hams roving about Southern Minnesota
(from about Cannon Falls down to Rochester) working other stations on
the amateur microwave bands. Hams present in the group: Jon, W0ZQ,
Donn, WA2VOI, Scott, N0EDV, Joe, AI9Z and Glen, KC0IYT. Great weather!
Minnesota sure has a LOT of gravel roads!

Scott
N0EDV

-------- Original Message --------

Subject:

Pictures from this weekend

Date:

Tue, 5 May 2009 14:41:13 -0700 (PDT)

From:

Joe Belany <joeb116@yahoo.com> <mailto:joeb116@...>

To:

Scott Littfin <acepilot@...> <mailto:acepilot@...> , Jon
W0ZQ <W0ZQ@...> <mailto:W0ZQ@aol.com>

Here are the pics from this weekend, I could not find e-mail addresses
for Don and Glen. Thanks for letting me tag along!

73,

Joe, AI9Z
Grid: EN46no
RV-4, Empenage
Pounding rivets...

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

645. Re: [Flying_Hams] [Fwd: Pictures from this weekend]

Yahoo group: Flying_Hams
Date: 2009-05-06 09:52:47 UTC
From: Scott
Topic: 643 Message: 645

Yes, except for two of the stops...one had a dead fox in the ditch and another at the crest of the hill was across the road (and downwind) of a pig farm. Oh well, a guy's got to do what a guy's got to do to make a QSO! :)

Scott
N0EDV

Jim Muse wrote:
>
>
> Geez? that?s looks like fun.
>
> Jim
>
> WB6KKG
>
> N1952M
>

646. Re: Need info on A/C radar

Yahoo group: Flying_Hams
Date: 2009-05-07 04:39:03 UTC
From: Brad Brooks
Topic: 641 Message: 646

Rick,

Don't quote me on this, but I'm pretty sure modern aircraft radar are rated to 150W, but I don't remember the frequencies; they are somewhere in the low GHz (maybe around 1-2 GHZ). The beamwidth is extremely narrow, but again, I don't have exact numbers. The radar is turned on and off at the pilot's discretion. It all depends on what type of weather may be around. I have seen some pilots turn them on while taxiing (I hate this technique), and not turn it off after landing. Typically I don't turn it on unless there is some type of weather in the area.
Something to think about is the transponder, in particular the TCAS. I have no idea the frequency of TCAS, but from what I understand, the TCAS transmits about 600W of power with a very wide beam about once per second.
I hope this helps, and if I can dig up the information I will forward it to you.

Brad

--- In Flying_Hams@yahoogroups.com, Rick Hampton <rickhampton@...> wrote:
>
>
> 1) What are the frequencies used by a/c radar, especially on commercial
> airliners?
> 2) What is the peak pulse power of a "typical" a/c radar?
> 3) What is the "typical" half-power beamwidth of an a/c radar?
> 4) How far from an airport are a/c radars turned on and off?
>
> Thanks.
>
> Rick (getting REALLY close to that magical check ride) Hampton, WD8KEL
> Boston, MA
>

647. Echolink Roundtable?

Yahoo group: Flying_Hams
Date: 2009-05-07 14:47:58 UTC
From: Daniel
Topic: 647 Message: 647

Well, I have my echolink set up for conferencing and want to know if anyone would like to have a roundtable discussion soon. If so, let's set a time. It will probably have to be after 8pm central since I'm usually at the airport till close to then. I want to hear your ideas on this. This should work well, I think.

Daniel

648. Re: Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-07 14:43:54 UTC
From: Daniel
Topic: 638 Message: 648

Hi Scott...David has a great idea, I am going to try it. But No, this guy was not using flying, but I see no reason why if someone wanted to build it they couldnt use it for that. I am going to try David's idea, if I can get it to work well this will be the easiest and cheapest solution. I am a little skeptical at how well those cheap non noise cancelling mics will work in a noisey plane environment, I tried that once before with a speaker mic and no one could hear me very well. BUT, these might work.

Daniel

--- In Flying_Hams@yahoogroups.com, <sddave@...> wrote:
>
> HEY SCOTT,
> I looked at the link that was put on but the guy was NOT USING his device while flying, but while he was on the ground. It had NOTHING TO DO with flying.
>
> If you want to solve a very hard problem, I have found the solution to going aviation mobile with just about ANY handy talkie... Since all aviation headsets inside a decent aircraft are linked into some kind of intercom where you can not only hear ATC but also anything said in the cockpit by all passengers also wearing headsets, it is a simple solution.
>
> Try this sometime... I have an ICOM w32A and I went to the ham store and got the combination mic and earpiece that you put over your ear and the mic comes down along side your face next to your mouth with a type of boom mic. It is simple.... ALL I DID was to wear the earpiece and then curl up the mic so that it is just about right next to the earpiece.... THEN put on my David Clark headset and plugged it into my normal plugs in the plane as I would to talk to ATC.... NOW, then I want to listen to a HAM FREQ, I simply turn up the volume on the ham radio and it plays into my ear... IF I want to Transmit, ANYTHING THAT I SAY in my David Clark NOISE CANCELLING MIC will then be heard in my HEADSET which also just happens to have the MIC portion of the HAM RADIO next to my ear so it is also hearing what I hear from the SPEAKER IN THE DAVID CLARK headset and of course comes out on the FREQ that I'm on for the Ham radio. I have used this simple, INEXPENSIVE technique and everyone who hears me says I'm very clear and very understandable. The ONLY problem is that if you have someone in the plane and want them to say HI on the radio, they simply have to talk in their MIC and I will also hear what they are saying in my headset, and all I have to do to TRANSMIT THEIR voice out on the RADIO is to KEY DOWN THE RADIO and tell them to say HI and they will also be heard on the Ham Radio freq that I'm transmitting on. The ONLY problem being that they can't HEAR what is being said back to them UNLESS they also happen to have a Ham radio and an Ear Piece and then they too can hear what is being said to them. It is so Simple and works GREAT..
>
> There is no MATCHING of anything, just simply hang your ham radio on the storm window next to you and put your earpiece in your ear from the Ham Radio and the MIC next to your ear so that when the David Clarks go on, the Earpiece and MIC are both UNDER the nice GELs of Each side of your headset and there is your NOISE CANCELLING into the Ham Mic.

>
> TRY IT, IT WORKS SO EASILY AND YOU WILL BE AMAZED AT THE QUALITY OF HOW YOU ARE BEING HEARD.
>
> I once put a tape recorder in my home and tuned into the Ham Freq. that I was going to talk on and I was able to hear myself when I got back so very clearly as I was talking to friends for over 200 miles while in the air Aviation Mobile...
>
> See ya,
> Captain Dave Vincent - ATP up in Seattle now
>
>
> ---- Scott <acepilot@...> wrote:
> > Just got back from a rove with 10 GHz in Southern Minnesota. Had a good
> > time, great weather. Have a minor problem with RX (suspect the RX side
> > filters are mistuned when I aligned it...they're touchy). The far end
> > heard me at S9 with my 2W but they were in the mud...so...back to some
> > careful tuning ;) Best DX due to limited RX was 48 miles...Oh well,
> > nice that Spring finally arrived today.
> >
> > Scott
> > N0EDV
> >
> > Daniel wrote:
> > >
> > >
> > > Hi Everyone,
> > >
> > > Well, been looking for a good headset to HT interface to use while
> > > flying. I think I might have found a great link. Look at this:
> > > http://wsanders.net/blog/static.php?page=static070527-095119
> > > <http://wsanders.net/blog/static.php?page=static070527-095119> and see
> > > what you think.
> > >
> > > Here are upcoming projects that my roomie (Chuck KF5AMY) and I'll be
> > > working on in the coming weeks:
> > >
> > > -an Echolink RF link in Denton, TX (For everyone to use! About 10
> > > watts and a Jpole at 25')
> > > -Headset interface to use with the HT while Aeromobile.
> > > -Possibly a Flying Hams Echolink conference (Need HELP with that one.)
> > > -Trying Aeromobile simplex and into the Echolink RF link!
> > >
> > > If anyone wants to help or put input on any of those or anything else,
> > > please let me know. We especially need help with the conference, I'm
> > > not sure what we have to do to do this. I am getting ready to get
> > > checked out as a Sport Pilot Instructor here as well, flying the
> > > Remos! What a NEAT airplane! Keep the group active, let us know what's
> > > going on with you!
> > >

> > > 73,
> > >
> > > Daniel N9WX
> > >
> > >
> >
> > --
> > Scott
> > http://corbenflyer.tripod.com/
> > Flying Corben Junior Ace - Building RV-4
> > Gotta Fly or Gonna Die
> >
> >
>

649. Re: [Flying_Hams] Re: Need info on A/C radar

Yahoo group: Flying_Hams
Date: 2009-05-08 16:10:30 UTC
From: Rick Hampton
Topic: 641 Message: 649

Hi, Brad.

The issue at hand is that more and more hospitals (not just mine) are using 802.11a wireless LANs and a segment of the spectrum is shared with "Government Radar." One of the requirements is that the LAN listen for anything that sounds like radar and abandon the frequency for 30 minutes if anything is heard. Well, as luck would have it, we're experiencing problems and the equipment provider is claiming it's "obviously weather radar from a nearby airport." After talking with the FAA spectrum manager for Boston's region (who was kind enough to turn off the TDWR at BOS for a 20-minute test) and a LOT of legwork, I've pretty much convinced the vendor that the REAL problem is their detection algorithm.

The reason for asking the questions is to tie up loose ends an a search for any other likely candidates. I'm not finding any, at least in the intentional radiator column, so that's good.

The worst part of this is that it's an absolutely gorgeous day outside for VFR and I'm stuck inside watching this stupid spectrum analyzer for any signs of noise. I should be outside flying off some of my PTO. :)

Thanks for the info.

Rick

Brad Brooks wrote:
>
>
> Rick,
>
> Don't quote me on this, but I'm pretty sure modern aircraft radar are
> rated to 150W, but I don't remember the frequencies; they are
> somewhere in the low GHz (maybe around 1-2 GHZ). The beamwidth is
> extremely narrow, but again, I don't have exact numbers. The radar is
> turned on and off at the pilot's discretion. It all depends on what
> type of weather may be around. I have seen some pilots turn them on
> while taxiing (I hate this technique), and not turn it off after
> landing. Typically I don't turn it on unless there is some type of
> weather in the area.
> Something to think about is the transponder, in particular the TCAS. I
> have no idea the frequency of TCAS, but from what I understand, the
> TCAS transmits about 600W of power with a very wide beam about once
> per second.
> I hope this helps, and if I can dig up the information I will forward
> it to you.
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> Brad
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> --- In Flying_Hams@yahoogroups.com
> <mailto:Flying_Hams%40yahoogroups.com>, Rick Hampton <rickhampton@...>
> wrote:
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> > 1) What are the frequencies used by a/c radar, especially on commercial
> > airliners?
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> >
> > Thanks.
> >
> > Rick (getting REALLY close to that magical check ride) Hampton, WD8KEL
> > Boston, MA
> >
>
>

650. Re: Headset Interface and OTHER Projects

Yahoo group: Flying_Hams
Date: 2009-05-09 21:00:27 UTC
From: Daniel
Topic: 638 Message: 650

Hi David,
Got the HT and took your idea of the Earpiece headset under the Aviation headsets, I need to know what brand you bought because, as it works great for hearing, there is WAAAAY too much background noise in a Cessna 152, the speech was just barely audible above the noise. So, I want to know what type you are using, because these Pryme headsets are just not working and if we can get this idea to work it would be the perfect solution. Also...Anyone have ideas for portable/temporary mounting of antennas, because the rubberduck does not work in that RF cage. We thought about a Suction cup rubberduck mount out side on the back window, OR even getting a T connector and using the ELT antenna, I bet that would work well! Thanks for the input!
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, <sddave@...> wrote:
>
> HEY SCOTT,
> I looked at the link that was put on but the guy was NOT USING his device while flying, but while he was on the ground. It had NOTHING TO DO with flying.
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> If you want to solve a very hard problem, I have found the solution to going aviation mobile with just about ANY handy talkie... Since all aviation headsets inside a decent aircraft are linked into some kind of intercom where you can not only hear ATC but also anything said in the cockpit by all passengers also wearing headsets, it is a simple solution.
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> Try this sometime... I have an ICOM w32A and I went to the ham store and got the combination mic and earpiece that you put over your ear and the mic comes down along side your face next to your mouth with a type of boom mic. It is simple.... ALL I DID was to wear the earpiece and then curl up the mic so that it is just about right next to the earpiece.... THEN put on my David Clark headset and plugged it into my normal plugs in the plane as I would to talk to ATC.... NOW, then I want to listen to a HAM FREQ, I simply turn up the volume on the ham radio and it plays into my ear... IF I want to Transmit, ANYTHING THAT I SAY in my David Clark NOISE CANCELLING MIC will then be heard in my HEADSET which also just happens to have the MIC portion of the HAM RADIO next to my ear so it is also hearing what I hear from the SPEAKER IN THE DAVID CLARK headset and of course comes out on the FREQ that I'm on for the Ham radio. I have used this simple, INEXPENSIVE technique and everyone who hears me says I'm very clear and very understandable. The ONLY problem is that if you have someone in the plane and want them to say HI on the radio, they simply have to talk in their MIC and I will also hear what they are saying in my headset, and all I have to do to TRANSMIT THEIR voice out on the RADIO is to KEY DOWN THE RADIO and tell them to say HI and they will also be heard on the Ham Radio freq that I'm transmitting on. The ONLY problem being that they can't HEAR what is being said back to them UNLESS they also happen to have a Ham radio and an Ear Piece and then they too can hear what is being said to them. It is so Simple and works GREAT..
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next to you and put your earpiece in your ear from the Ham Radio and the MIC next to your ear so that when the David Clarks go on, the Earpiece and MIC are both UNDER the nice GELs of Each side of your headset and there is your NOISE CANCELLING into the Ham Mic.
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> > heard me at S9 with my 2W but they were in the mud...so...back to some
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> > Scott
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> > >
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> > > Hi Everyone,
> > >
> > > Well, been looking for a good headset to HT interface to use while
> > > flying. I think I might have found a great link. Look at this:
> > > http://wsanders.net/blog/static.php?page=static070527-095119
> > > <http://wsanders.net/blog/static.php?page=static070527-095119> and see
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> > > Here are upcoming projects that my roomie (Chuck KF5AMY) and I'll be
> > > working on in the coming weeks:
> > >
> > > -an Echolink RF link in Denton, TX (For everyone to use! About 10
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> > > -Headset interface to use with the HT while Aeromobile.
> > > -Possibly a Flying Hams Echolink conference (Need HELP with that one.)
> > > -Trying Aeromobile simplex and into the Echolink RF link!
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> > > If anyone wants to help or put input on any of those or anything else,
> > > please let me know. We especially need help with the conference, I'm
> > > not sure what we have to do to do this. I am getting ready to get
> > > checked out as a Sport Pilot Instructor here as well, flying the
> > > Remos! What a NEAT airplane! Keep the group active, let us know what's

> > > going on with you!
> > >
> > > 73,
> > >
> > > Daniel N9WX
> > >
> > >
> >
> > --
> > Scott
> > http://corbenflyer.tripod.com/
> > Flying Corben Junior Ace - Building RV-4
> > Gotta Fly or Gonna Die
> >
> >
>

651. Aeromobile!

Yahoo group: Flying_Hams
Date: 2009-05-10 02:57:13 UTC
From: Daniel
Topic: 651 Message: 651

Hi...Well, David is right! I completely mis-understood him in his email. I re-read it, I put the little headset mic up in the Aviation headset earpiece and BINGO!! Great AUDIO REPORTS! The headsets takeaway the noise for us, so it works for the mic as well! Pure genious and SO INEXPENSIVE! Thanks David! Look for KF5AMY and N9WX Aeromobile on 146.520 in North Texas and on the N6ICW repeater system in California (We have a linked repeater in Texas to that system.)

73,
Daniel N9WX

652. Re: Echolink Roundtable?

Yahoo group: Flying_Hams
Date: 2009-05-11 03:41:26 UTC
From: desertflyer
Topic: 647 Message: 652

--- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx@...> wrote:
>
> Well, I have my echolink set up for conferencing and want to know if anyone would like to have a roundtable discussion soon. If so, let's set a time. It will probably have to be after 8pm central since I'm usually at the airport till close to then. I want to hear your ideas on this. This should work well, I think.
>
>
> Daniel
>
Okay Dan any time after 6PM MST would work for me. I'm KC7ATO on Echolink node #42154
73s
John

653. Re: Echolink Roundtable?

Yahoo group: Flying_Hams
Date: 2009-05-11 19:03:14 UTC
From: Daniel
Topic: 647 Message: 653

Hi John,

Sounds great, I will try to be online tonight, I'll give you a call on that node. Talk to you soon! Anyone else, PLEASE join in if you would like!

Daniel N9WX

--- In Flying_Hams@yahoogroups.com, "desertflyer" <desertflyer@...> wrote:
>
> --- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx@> wrote:
> >
> > Well, I have my echolink set up for conferencing and want to know if anyone would like to have a roundtable discussion soon. If so, let's set a time. It will probably have to be after 8pm central since I'm usually at the airport till close to then. I want to hear your ideas on this. This should work well, I think.
> >
> >
> > Daniel
> >
> Okay Dan any time after 6PM MST would work for me. I'm KC7ATO on Echolink node #42154
> 73s
> John
>

654. Re: Echolink Roundtable?

Yahoo group: Flying_Hams
Date: 2009-05-15 16:44:04 UTC
From: Daniel
Topic: 647 Message: 654

Hi John,

Been looking for that node on echolink and havent found it yet.

Daniel

--- In Flying_Hams@yahoogroups.com, "desertflyer" <desertflyer@...> wrote:
>
> --- In Flying_Hams@yahoogroups.com, "Daniel" <n9wx@> wrote:
> >
> > Well, I have my echolink set up for conferencing and want to know if anyone would like to have a roundtable discussion soon. If so, let's set a time. It will probably have to be after 8pm central since I'm usually at the airport till close to then. I want to hear your ideas on this. This should work well, I think.
> >
> >
> > Daniel
> >
> Okay Dan any time after 6PM MST would work for me. I'm KC7ATO on Echolink node #42154
> 73s
> John
>

655. New Member Information Request

Yahoo group: Flying_Hams
Date: 2009-07-26 14:14:23 UTC
From: callum_mm3ycg
Topic: 655 Message: 655

Hello to everyone In the group, I'm new to the group and I'm wondering If anyone can tell me if there are any aeronautical mobile nets or regular frequencies that any flying ham or hams use regularly. Since being a licenced ham since 2007 I have spoken to three /AM stations so far and I realy enjoy having a QSO with these stations since I have been Interested I aviation all my life. Thanks In advance from Callum MM3YCG 73...

656. [Fwd: FW: Hard Landing at Oshkosh]

Yahoo group: Flying_Hams
Date: 2009-08-03 10:24:22 UTC
From: Scott
Topic: 656 Message: 656

Watch the A380 "Hard Landing" at Oshkosh.

Click: http://marcbrecy.neuf.fr/hardldgA380.html

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

657. FINALLY!

Yahoo group: Flying_Hams
Date: 2009-08-05 02:33:45 UTC
From: Rick Hampton
Topic: 657 Message: 657

Well, with the nearly non-stop monsoon up here in the northeast for the past several months, it took longer than expected, nearly a year and 62.7 hours (including the check ride), but I finally finished with the Private ASEL this morning. The only person more anxious than me to get done, besides my CFI, was my wife.

I only ask that you pray for fair weather for me. If I don't get my wife up in the air with me soon, she's going to kill me. (The airplane was booked after my check ride.) As she put it, "You've been having all that fun flying with your instructor, now ***I*** want to go flying!" Ya gotta love it! :)

I do have one quandary. As bad as she was when I took her to Dayton, do I dare think of taking her to Oshkosh?

73,

Rick, WD8KEL (and his mad wife, Beth, KG4GMJ)

658. Re: FINALLY!

Yahoo group: Flying_Hams
Date: 2009-08-06 13:50:18 UTC
From: Rick Pellicciotti
Topic: 657 Message: 658

Rick, Congratulations! By all means, bring her to OSH. It is fantastic.

Rick Pellicciotti, KJ4NWQ
EZrg N818KD, Race #51

--- In Flying_Hams@yahoogroups.com, Rick Hampton <rickhampton@...> wrote:
>
> Well, with the nearly non-stop monsoon up here in the northeast for the
> past several months, it took longer than expected, nearly a year and
> 62.7 hours (including the check ride), but I finally finished with the
> Private ASEL this morning. The only person more anxious than me to get
> done, besides my CFI, was my wife.
>
> I only ask that you pray for fair weather for me. If I don't get my
> wife up in the air with me soon, she's going to kill me. (The airplane
> was booked after my check ride.) As she put it, "You've been having all
> that fun flying with your instructor, now ***I*** want to go flying!"
> Ya gotta love it! :)
>
> I do have one quandary. As bad as she was when I took her to Dayton, do
> I dare think of taking her to Oshkosh?
>
> 73,
>
> Rick, WD8KEL (and his mad wife, Beth, KG4GMJ)
>

659. Re: FINALLY!

Yahoo group: Flying_Hams
Date: 2009-08-06 13:50:17 UTC
From: Rick Pellicciotti
Topic: 657 Message: 659

Rick, Congratulations! By all means, bring her to OSH. It is fantastic.

Rick Pellicciotti, KJ4NWQ
EZrg N818KD, Race #51

--- In Flying_Hams@yahoogroups.com, Rick Hampton <rickhampton@...> wrote:
>
> Well, with the nearly non-stop monsoon up here in the northeast for the
> past several months, it took longer than expected, nearly a year and
> 62.7 hours (including the check ride), but I finally finished with the
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> Ya gotta love it! :)
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> I do have one quandary. As bad as she was when I took her to Dayton, do
> I dare think of taking her to Oshkosh?
>
> 73,
>
> Rick, WD8KEL (and his mad wife, Beth, KG4GMJ)
>

660. 10 GHz QSO

Yahoo group: Flying_Hams
Date: 2009-08-15 21:33:21 UTC
From: Scott
Topic: 660 Message: 660

Worked the pack on Buck Hill today during the 10 GHz & Up contest. I
was pleasantly surprised that it worked! My dish height was about 2
feet. Running 2W. Made the QSOs on SSB. The stations at Buck Hill
were mostly about 4 S units above my noise level. The path is a bit
obstructed by trees, a barn and a hill. This is some fun stuff :)
Photo showing my view to Buck Hill is at
http://corbenflyer.tripod.com/EN45fa_To_EN34ir.jpg

Thanks to the guys at Buck Hill for repositioning themselves to work me!

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

661. How I spent my weekend

Yahoo group: Flying_Hams
Date: 2009-08-19 10:24:42 UTC
From: Scott
Topic: 661 Message: 661
Attachments: 5 described; binary payloads are missing from this source WARC

Hello all,

Here are some pictures of me (along with AI9Z [he's the photographer and didn't get in these pics!] and N0AKC) of how I spent Sunday making microwave QSOs during the ARRL 10 GHz and Up contest....I were very fortunate that I never got any rain during operating times...only overnight and early Sunday morning as I was waiting for AI9Z and N0AKC to get to my place.

Longest contact was 180 miles with K0AWU from EN44dv to EN37ed.

Even from my back yard, the Buck Hill group was 4 S units above the noise at 88 miles and certainly NOT the best line of sight path!

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

662. Re: [Flying_Hams] How I spent my weekend [11 Attachments]

Yahoo group: Flying_Hams
Date: 2009-08-19 18:01:06 UTC
From: Joe Belany
Topic: 661 Message: 662

I think it is necessary to point out that AI9Z had built a transverter that was a piece of junk and had nothing else to do besides take photos...after driving 170 miles to play photographer!!!

Joe, AI9Z
Grid: EN46no
RV-4, Empenage
Pounding rivets...

From: Scott <acepilot@...>
To: Adam Schmid <aschmidy2003@...>; Allan W Schlaugat <allanws@...>; Bill K0AWU <CQbilld@...>; Charlie Betz N0AKC <cmbetz@...>; Don Schmelzer <dschmelzer@...>; Doug Tyson <k7wbc@...>; Flying_Hams@yahoogroups.com; Guy <wb5uaa@...>; Joe Eide <jbeide@...>; K9MU <glasener@...>; N9ETD <N9ETD@...>; N9QWH <n9qwh@...>; "Platt, Jon (W0ZQ)" <W0ZQ@...>; Ray J <Ray@...>; Robert <rohrssen@...>; scatterpoint@...; Susan Littfin <tnslittfin@...>; ve4ma <ve4ma@...>; wb0ljc <wb0ljc@...>
Sent: Wednesday, August 19, 2009 5:24:42 AM
Subject: [Flying_Hams] How I spent my weekend [11 Attachments]

[Attachment(s) from Scott included below]

Hello all,

Here are some pictures of me (along with AI9Z [he's the photographer and didn't get in these pics!] and N0AKC) of how I spent Sunday making microwave QSOs during the ARRL 10 GHz and Up contest....I were very fortunate that I never got any rain during operating times...only overnight and early Sunday morning as I was waiting for AI9Z and N0AKC to get to my place.

Longest contact was 180 miles with K0AWU from EN44dv to EN37ed.

Even from my back yard, the Buck Hill group was 4 S units above the noise at 88 miles and certainly NOT the best line of sight path!

--
Scott N0EDV
http://corbenflyer. tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

663. Re: [Flying_Hams] How I spent my weekend

Yahoo group: Flying_Hams
Date: 2009-08-20 03:07:56 UTC
From: Scott
Topic: 661 Message: 663

Nah...AI9Z is too hard on himself! The problem could even turn out to a mis-tuning of a pipe cap or something by N0EDV during the tune up procedures who for all practical purposes is legally blind up close ;)

Scott
N0EDV

Joe Belany wrote:
>
> I think it is necessary to point out that AI9Z had built a transverter
> that was a piece of junk and had nothing else to do besides take
> photos...after driving 170 miles to play photographer!!!
>
> Joe, AI9Z
> Grid: EN46no
> RV-4, Empenage
> Pounding rivets...
>
>
> ---
> *From:* Scott <acepilot@...>
> *To:* Adam Schmid <aschmidy2003@...>; Allan W Schlaugat
> <allanws@...>; Bill K0AWU <CQbilld@...>; Charlie Betz N0AKC
> <cmbetz@...>; Don Schmelzer <dschmelzer@...>; Doug
> Tyson <k7wbc@...>; Flying_Hams@yahoogroups.com; Guy
> <wb5uaa@...>; Joe Eide <jbeide@...>; K9MU
> <glasener@...>; N9ETD <N9ETD@...>; N9QWH <n9qwh@...>;
> "Platt, Jon (W0ZQ)" <W0ZQ@...>; Ray J <Ray@...>; Robert
> <rohrssen@...>; scatterpoint@...; Susan Littfin
> <tnslittfin@...>; ve4ma <ve4ma@...>; wb0ljc <wb0ljc@co! !
> mcast.net>
> *Sent:* Wednesday, August 19, 2009 5:24:42 AM
> *Subject:* [Flying_Hams] How I spent my weekend [11 Attachments]
>
>
>
> Hello all,
>
> Here are some pictures of me (along with AI9Z [he's the photographer and
> didn't get in these pics!] and N0AKC) of how I spent Sunday making
> microwave QSOs during the ARRL 10 GHz and Up contest....I were very
> fortunate that I never got any rain during operating times...only
> overnight and early Sunday morning as I was waiting for AI9Z and N0AKC
> to get to my place.
>

> Longest contact was 180 miles with K0AWU from EN44dv to EN37ed.
>
> Even from my back yard, the Buck Hill group was 4 S units above the
> noise at 88 miles and certainly NOT the best line of sight path!
>
> --
> Scott N0EDV
> http://corbenflyer. tripod.com/ <http://corbenflyer.tripod.com/>
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>
>
> _____
> Do You Yahoo!?
> Tired of spam? Yahoo! Mail has the best spam protection around
> http://mail.yahoo.com
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

664. Echo link round table

Yahoo group: Flying_Hams
Date: 2009-08-29 02:49:20 UTC
From: Michael Sundstrom
Topic: 664 Message: 664

I'm up for a 8-9 PM net on our Echo Link node here on the 444.050 repeter in Denton.

Mike KB5UKT

665. My Corben on You Tube

Yahoo group: Flying_Hams
Date: 2009-08-30 03:40:13 UTC
From: Scott
Topic: 665 Message: 665

My daughter shot this on her digital camera on August 11, 2009, our one day of summer this year! ;)

http://www.youtube.com/watch?v=vXSdltGGsrI

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

666. More nice weather

Yahoo group: Flying_Hams
Date: 2009-09-01 02:23:55 UTC
From: Scott
Topic: 666 Message: 666

Looks like we'll be in this lovely weather pattern for 3 or 4 more days...got in another 0.7 hours tonight. Would have had more, but I stopped at two private strips to chat with friends. I'm at just a hair over 2.5 hours between yesterday and today...Better take your airplanes out and enjoy these days...there aren't too many of them left for this year :)

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

667. [Fwd: FW: For Those Who Fly..... WALKING THE DOG]

Yahoo group: Flying_Hams
Date: 2009-09-05 01:46:42 UTC
From: Scott
Topic: 667 Message: 667

-------- Original Message --------
Subject: FW: For Those Who Fly..... WALKING THE DOG
Date: Fri, 4 Sep 2009 17:19:41 -0700
From: Guy <wb5uaa@...>
To: Scott <acepilot@...>
References: <869603.69377.qm@...>
<COL119-W27B28925948E103DA4FBA58CEE0@...>

Scott, here's one for you!

Guy

*_WALKING THE DOG_*
A WOMAN was flying from Seattle to San
Francisco .
Unexpectedly, the plane was diverted to
Sacramento
along the way. The flight attendant
explained that
there would be a delay, and if the
passengers wanted
to get off the aircraft the plane would
re-board
in 50 minutes.

Everybody got off the plane except one lady
who was
blind. The man had noticed her as he walked
by and
could tell the lady was blind because her
Seeing Eye
dog lay quietly underneath the seats in
front of her
throughout the entire flight..

He could also tell she had flown this very
flight before
because the pilot approached her, and
calling her by
name, said, 'Kathy, we are in Sacramento for
almost
an hour. Would you like to get off and
stretch your legs?'
The blind lady replied, 'No thanks, but
maybe *_Buddy _*would
like to stretch his legs.'

*_
Picture this:_*
All the people in the gate area came to a
complete standstill
when they looked up and saw the pilot walk
off the plane
with a Seeing Eye dog! The pilot was even
wearing sunglasses.
People scattered. *_They not only tried to
change planes, _*
but they were trying to change airlines!
*
True story.. Have a great day and remember...*

*
...**THINGS AREN'T ALWAYS AS THEY APPEAR.*
*
A DAY WITHOUT LAUGHTER IS A *

DAY WASTED!!!

With Windows Live, you can organize, edit, and share your photos. Click
here. <http://www.windowslive.com/Desktop/PhotoGallery>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

668. Re: [Flying_Hams] [Fwd: FW: For Those Who Fly..... WALKING THE DOG]

Yahoo group: Flying_Hams
Date: 2009-09-05 19:49:22 UTC
From: William M. Pasternak
Topic: 667 Message: 668
Attachments: 2 described; binary payloads are missing from this source WARC

Sorry to burst the bubble -- but its not true. just another internet hoax
-- albeit a funny one. See http://www.snopes.com/humor/jokes/pilotdog.asp
for details on how it came about.

Bill P. / ITF

At 01:46 AM 9/5/2009 +0000, Scott wrote:
>
>
>
>
>-------- Original Message --------
>Subject: FW: For Those Who Fly..... WALKING THE DOG
>Date: Fri, 4 Sep 2009 17:19:41 -0700
>From: Guy <<mailto:wb5uaa%40hotmail.com>wb5uaa@...>
>To: Scott <<mailto:acepilot%40bloomer.net>acepilot@...>
>References:
><<mailto:869603.69377.qm%40web80605.mail.mud.yahoo.com>869603.69377.qm@...>
>
><<mailto:COL119-W27B28925948E103DA4FBA58CEE0%40phx.gbl>COL119-W27B28925948E103DA4FBA58CEE
0@...>
>
>Scott, here's one for you!
>
>Guy
>
>*_WALKING THE DOG_*
>A WOMAN was flying from Seattle to San
>Francisco .
>Unexpectedly, the plane was diverted to
>Sacramento
>along the way. The flight attendant
>explained that
>there would be a delay, and if the
>passengers wanted
>to get off the aircraft the plane would
>re-board
>in 50 minutes.
>
>Everybody got off the plane except one lady
>who was
>blind. The man had noticed her as he walked
>by and
>could tell the lady was blind because her

>Seeing Eye
>dog lay quietly underneath the seats in
>front of her
>throughout the entire flight..
>
>He could also tell she had flown this very
>flight before
>because the pilot approached her, and
>calling her by
>name, said, 'Kathy, we are in Sacramento for
>almost
>an hour. Would you like to get off and
>stretch your legs?'
>The blind lady replied, 'No thanks, but
>maybe *_Buddy _*would
>like to stretch his legs.'
>*_
>Picture this:_*
>All the people in the gate area came to a
>complete standstill
>when they looked up and saw the pilot walk
>off the plane
>with a Seeing Eye dog! The pilot was even
>wearing sunglasses.
>People scattered. *_They not only tried to
>change planes, _*
>*_but they were trying to change airlines!_*
>*
>True story.. Have a great day and remember...*
>
>*
>...**THINGS AREN'T ALWAYS AS THEY APPEAR.*
>*
>A DAY WITHOUT LAUGHTER IS A *
>
>*DAY WASTED!!!*
>
>---
>With Windows Live, you can organize, edit, and share your photos. Click
>here.
><<http://www.windowslive.com/Desktop/PhotoGallery>http://www.windowslive.com/Desktop/Phot
oGallery>
>
>--
>Scott
><http://corbenflyer.tripod.com/>http://corbenflyer.tripod.com/
>Flying Corben Junior Ace - Building RV-4
>Gotta Fly or Gonna Die
>
>

669. ARRL 10 GHz and Up Contest

Yahoo group: Flying_Hams
Date: 2009-09-21 02:15:06 UTC
From: Scott
Topic: 669 Message: 669
Attachments: 5 described; binary payloads are missing from this source WARC

Between the 2 weekends of the contest, I had 169 QSOs. That brings the cost of my 10 GHz system to around $3.50 per QSO (so far!)...

Yesterday we had 91 degrees on top of Buck Hill. Crazy for Minnesota this time of year!

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

670. Microwave Sprint Oct. 17, 2009

Yahoo group: Flying_Hams
Date: 2009-10-04 13:55:53 UTC
From: Scott
Topic: 670 Message: 670

If the weather cooperates, I plan to be out portable in EN44dv for the Sprint with 10 GHz only this time. If anybody wants to try a sked, send me your 6 digit grid and I will try to make up a sked with times and bearings and get back to you before the event (I do not have a cell phone for coordination)...

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

671. 2009 ARRL 10 GHz and Up Contest Video (N0EDV)

Yahoo group: Flying_Hams
Date: 2009-10-12 03:32:42 UTC
From: Scott
Topic: 671 Message: 671

http://www.youtube.com/watch?v=m2JcRpeoCV4

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

672. MUD09 Photos

Yahoo group: Flying_Hams
Date: 2009-10-26 00:27:19 UTC
From: Scott
Topic: 672 Message: 672
Attachments: 5 described; binary payloads are missing from this source WARC

Microwave Update Photos October 22-24, 2009. Dallas, TX.

Conference record (we believe)...141 hams registered as I recall!

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

673. [Fwd: ARMED FORCES RADIO STATIONS(ETC]

Yahoo group: Flying_Hams
Date: 2009-10-29 01:12:50 UTC
From: Scott
Topic: 673 Message: 673

-------- Original Message --------

Subject:

ARMED FORCES RADIO STATIONS(ETC

Date:

Wed, 28 Oct 2009 19:50:09 -0500

From:

Don Schmelzer

To:

Received this from my friend Nigel Smith, G0ILA. Thought it may be of some interest to a few of my other friends.

Don

http://www.northernstar.no/afrs.htm

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

674. [Fwd: AVIATION LEGEND TURNS 100!]

Yahoo group: Flying_Hams
Date: 2009-10-30 21:36:27 UTC
From: Scott
Topic: 674 Message: 674

-------- Original Message --------

Subject:

AVIATION LEGEND TURNS 100!

Date:

Fri, 30 Oct 2009 16:16:24 -0400

From:

John Durborow

To:

AVIATION LEGEND TURNS 100!

http://www.aopa.org/aircraft/articles/2009/091029mamabird.html?WT.mc_id=091030epilot&WT.mc_sect=gan

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

675. Looking for source for replacement part for clock

Yahoo group: Flying_Hams
Date: 2009-11-04 19:48:59 UTC
From: Scott
Topic: 675 Message: 675

Looking for a place that can supply a 7 segment incandescent display for
a digital clock that was built for the FAA and DOT. The part number on
the display is FFD71F (the seconds digits). 2 of the segments are
burned out. The clock can be seen at
http://www.tubeclockdb.com/numitron-clocks/57-numitron-clock-faa-fa-10046.html

No luck at my usual suspects of suppliers...

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

676. Re: [Flying_Hams] [Fwd: ARMED FORCES RADIO STATIONS(ETC]

Yahoo group: Flying_Hams
Date: 2009-11-05 04:15:03 UTC
From: kk6mm@aol.com
Topic: 673 Message: 676

Wow! Great site!
Thanks for sharing it.
Jim Bremer KK6MM

In a message dated 10/28/2009 6:56:48 P.M. Pacific Daylight Time,
acepilot@... writes:

-------- Original Message -------- Subject: ARMED FORCES RADIO
STATIONS(ETC Date: Wed, 28 Oct 2009 19:50:09 -0500 From: Don Schmelzer
<dschmelzer@sbcglobadschm> (mailto:dschmelzer@...) To:
<Undisclosed-UndiscloseUndiscloseUndisclosUndiscloseUndiscl>
(mailto:Undisclosed-Recipient:;@...;;;;)

Received this from my friend Nigel Smith, G0ILA. Thought it may be of
some interest to a few of my other friends.

Don

http://www.northernhttp://www.nohtt (http://www.northernstar.no/afrs.htm)

--

Scott

http://corbenflyer.http://corb (http://corbenflyer.tripod.com/)

Flying Corben Junior Ace - Building RV-4

Gotta Fly or Gonna Die

677. Fun airshow routine

Yahoo group: Flying_Hams
Date: 2009-11-18 11:54:56 UTC
From: Scott
Topic: 677 Message: 677

http://www.youtube.com/watch?v=sPJDz4PG3Ww

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

678. Hey, now this looks like fun!

Yahoo group: Flying_Hams
Date: 2009-11-18 12:02:55 UTC
From: Scott
Topic: 678 Message: 678

I have a set of plans for this airplane...maybe I should build it :)

http://www.youtube.com/watch?v=k-4eYTkyvIo

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

679. Very nicely done video

Yahoo group: Flying_Hams
Date: 2009-11-22 16:03:39 UTC
From: Scott
Topic: 679 Message: 679

Here's a video of a Cessna 140, nearly identical to ours....the guy handles it pretty well :)

http://www.youtube.com/user/John5302#p/a/u/1/QSw8c1FM84g

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

680. Vickers Vimy NX71MY

Yahoo group: Flying_Hams
Date: 2009-11-27 20:36:32 UTC
From: Nik Read
Topic: 680 Message: 680

Hi Folks,

Thought You would like to see The video of the final flight of the Vickers Vimy replica NX71MY into the Brooklands Museum, Weybridge, Surrey, UK.
Some of You in the USA have probably seen the fine aircraft before. The owner, in 1993, stated that when the Vimys flying days were over He wanted it to come to Brooklands where the Vimys that crossed the Atlantic (1919), UK to Australia (1919) and UK to South Africa (1920) were made.
I have worked on this aircraft each time it has been in the UK 1994, 1998, 2005 till present and had the pleasure of flying in her twice (2005 and September 2009).
She was flown into Brooklands on Sunday 15th November and had to be dismantled to get it across a river and then in to our hanger.

Hope You enjoy the videos..!!

Http://www.youtube.com/watch?v=hHPe79Bhvb4 Vimy last flight

Http://www.youtube.com/watch?v=bjepleZp7vI Vimy recovery.

Regards all,
Nik M5DND

681. Re: [Flying_Hams] Vickers Vimy NX71MY

Yahoo group: Flying_Hams
Date: 2009-11-28 03:21:40 UTC
From: Robert Wexelbaum
Topic: 680 Message: 681

Hi Folks,

Did you know that Vickers was joined with Sir Hiram Stevens Maxim, the inventor of the machine gun? Hiram Stevens Maxim had unsucessfully competed with Thomas Edison in a race to invent the elecftric light bulb. He had also built an unsuccessful experimental, much heavier than air airplane, which was powered by a steam engine! He left the U.S. and worked in England, and sold or licensed machine guns to all the nations of Europe, as well as the Japanese, before WW1.

This belongs here because Hiram Stevens Maxim was the father of Hiram Percy Maxim who was one of the founding fathers of amateur radio and the ARRL. That is the rest of the story.

73,
Bob W2ILP (Inventors Like Publicity)
----- Original Message -----
From: Nik Read
To: Flying_Hams@yahoogroups.com
Sent: Friday, November 27, 2009 3:36 PM
Subject: [Flying_Hams] Vickers Vimy NX71MY

Hi Folks,

Thought You would like to see The video of the final flight of the Vickers Vimy replica NX71MY into the Brooklands Museum, Weybridge, Surrey, UK.
Some of You in the USA have probably seen the fine aircraft before. The owner, in 1993, stated that when the Vimys flying days were over He wanted it to come to Brooklands where the Vimys that crossed the Atlantic (1919), UK to Australia (1919) and UK to South Africa (1920) were made.
I have worked on this aircraft each time it has been in the UK 1994, 1998, 2005 till present and had the pleasure of flying in her twice (2005 and September 2009).
She was flown into Brooklands on Sunday 15th November and had to be dismantled to get it across a river and then in to our hanger.

Hope You enjoy the videos..!!

Http://www.youtube.com/watch?v=hHPe79Bhvb4 Vimy last flight

Http://www.youtube.com/watch?v=bjepleZp7vI Vimy recovery.

Regards all,
Nik M5DND

682. The ultimate RC (In my opinion)

Yahoo group: Flying_Hams
Date: 2009-11-30 23:14:28 UTC
From: Scott
Topic: 682 Message: 682

And some people think ham radio is expensive! ;)

http://www.fark.com/cgi/vidplayer.pl?IDLink=4464984

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

683. [Fwd: He who dies with the most toys wins!]

Yahoo group: Flying_Hams
Date: 2009-12-09 03:01:05 UTC
From: Scott
Topic: 683 Message: 683

Nice...something to aspire to :)

-------- Original Message --------

Subject:

He who dies with the most toys wins!

Date:

Tue, 8 Dec 2009 18:23:58 -0600

From:

Don Schmelzer

To:

http://www.youtube.com/watch?v=4unqE6iM5_Y

--

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

684. [Fwd: [Fwd: Stretching the Final Glide]]

Yahoo group: Flying_Hams
Date: 2009-12-10 23:07:54 UTC
From: Scott
Topic: 684 Message: 684

Jeez, is that thing really a motorglider instead of just a glider??? That was one LOW approach! ;)

-------- Original Message --------

Subject:

[Fwd: Stretching the Final Glide]

Date:

Thu, 10 Dec 2009 23:03:03 +0000

From:

Scott

To:

Scott

-------- Original Message --------
Subject: Stretching the Final Glide

A freind of mine sent me this youtube vid today. The pilot gets a wee
bit low during his final glide.

www.youtube.com/watch?v=wZxvYMC2QvI (http://www.youtube.com/watch?v=wZxvYMC2QvI)

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

685. [Fwd: Lindbergh videos...DON'T MISS THESE!!!]

Yahoo group: Flying_Hams
Date: 2009-12-12 13:17:36 UTC
From: Scott
Topic: 685 Message: 685

-------- Original Message --------

Subject:

Lindbergh videos...DON'T MISS THESE!!!

Date:

Fri, 11 Dec 2009 20:19:42 -0600

From:

Don Schmelzer

To:

Note that there are 4 parts. Each one must be started individually.
The starting arrow is a monochrome gray in
the right center of the window... easy to miss.

We often forget what a challenge this flight was........

http://www.airportappraisals.com/qualifications/
Part 1 Dead men flying

http://www.airportappraisals.com/experience/
Part 2 A sudden Change

http://www.airportappraisals.com/
Part 3 Well, Then, I Might As Well Go

http://www..airportappraisals.com/newsletter-articles/
(http://www.airportappraisals.com/newsletter-articles/)
Part 4 I'm Not Lindbergh!

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

686. [Fwd: Fw: A bit of history: Aircraft #13 on the Doolittle Raid ...]

Yahoo group: Flying_Hams
Date: 2009-12-15 16:53:31 UTC
From: Scott
Topic: 686 Message: 686

-------- Original Message --------
Subject: Fw: A bit of history: Aircraft #13 on the Doolittle Raid ...
Date: Tue, 15 Dec 2009 07:49:30 -0800 (PST)
From: Richard Penney <penny-r@...>
To: self <penny-r@...>
References:
<BC85BD57DF964BD49D2D31C45468BE0D@retired1wy6ly0>,<8CC4B346746F6B3-7980-20BB@...>

This story has extra meaning to me as I was stationed in Yokosuka in the
early '60s, some years after the story. There were still marks of
strafing and bombing there. There are still marks of the strafing at
Pearl Harbor also..
-Richard

This is an amazing real-life story from one who experienced it
first hand!
Real heros they all were!

A bit of history: Aircraft #13 on the Doolittle Raid ...
~~~~~~

For you historians, this is an interesting account of the
Doolittle raid on
the mainland of Japan in early WW ll. Enjoy!

This is a really excellent firsthand account by the pilot of
aircraft #13 on
the Doolittle Raid off the Hornet in 1942. Take the time and
enjoy a bit of
history.

My name is Edgar McElroy. My friends call me "Mac". I was born
and raised in
Ennis, Texas the youngest of five children, son of Harry and
Jennie McElroy.
Folks say that I was the quiet one. We lived at 609 North Dallas
Street and
attended the Presbyterian Church.

My dad had an auto mechanic's shop downtown close to the main
fire station.
My family was a hard working bunch, and I was expected to work
at dad's
garage after school and on Saturdays, so I grew up in an
atmosphere of
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machinery, oil and grease. Occasionally I would hear a lone plane fly over,
and would run out in the street and strain my eyes against the sun to watch
it. Someday, that would be me up there!

I really like cars, and I was always busy on some project, and it wasn't
long before I decided to build my very own Model-T out of spare parts. I
got an engine from over here, a frame from over there, and wheels from
someplace else, using only the good parts from old cars that were otherwise
shot. It wasn't very pretty, but it was all mine. I enjoyed driving on the
dirt roads around town and the feeling of freedom and speed. That car of
mine could really go fast, 40 miles per hour!

In high school I played football and tennis, and was good enough at football
to receive an athletic scholarship from Trinity University in Waxahachie. I
have to admit that sometimes I daydreamed in class, and often times I
thought about flying my very own airplane and being up there in the clouds.
That is when I even decided to take a correspondence course in aircraft
engines.
Whenever I got the chance, I would take my girl on a date up to Love Field
in Dallas . We would watch the airplanes and listen to those mighty piston
engines roar. I just loved it and if she didn't, well that was just too bad.

After my schooling, I operated a filling station with my brother, then drove
a bus, and later had a job as a machinist in Longview , but I never lost my
love of airplanes and my dream of flying. With what was going on in Europe
and in Asia , I figured that our country would be drawn into war someday, so
I decided to join the Army Air Corps in November of 1940. This way I could
finally follow my dream.

I reported for primary training in California . The training was rigorous
and frustrating at times. We trained at airfields all over California . It
was tough going, and many of the guys washed out. When I finally saw that I
was going to make it, I wrote to my girl back in Longview , Texas . Her name
is Agnes Gill. I asked her to come out to California for my graduation. and
oh yeah, also to marry me.

I graduated on July 11, 1941. I was now a real, honest-to-goodness Army Air
Corps pilot. Two days later, I married "Aggie" in Reno , Nevada . We were
starting a new life together and were very happy. I received my orders to
report to Pendleton , Oregon and join the 17th Bomb Group. Neither of us had
traveled much before, and the drive north through the Cascade Range of the
Sierra Nevada's was interesting and beautiful.

It was an exciting time for us. My unit was the first to receive the new
B-25 medium bomber. When I saw it for the first time I was in awe. It looked
so huge. It was so sleek and powerful. The guys started calling it the
"rocket plane", and I could hardly wait to get my hands on it. I told Aggie
that it was really something! Reminded me of a big old scorpion, just ready
to sting! Man, I could barely wait!

We were transferred to another airfield in Washington State , where we spent
a lot a time flying practice missions and attacking imaginary targets. Then,
there were other assignments in Mississippi and Georgia , for more maneuvers
and more practice.
We were on our way back to California on December 7th when we got word of a
Japanese attack on Pearl Harbor . We listened with mixed emotions to the
announcements on the radio, and the next day to the declaration of war. What
the President said, it just rang over and over in my head, ".With confidence
in our armed forces, with the un-bounding determination of our

people, we
will gain the inevitable triumph. So help us God." By gosh, I
felt as though
he was talking straight to me! I didn't know what would happen
to us, but we
all knew that we would be going somewhere now.

The first weeks of the war, we were back in Oregon flying
patrols at sea
looking for possible Japanese submarines. We had to be up at
0330 hours to
warm up the engines of our planes. There was 18 inches of snow
on the
ground, and it was so cold that our engine oil congealed
overnight. We
placed big tarps over the engines that reached down to the
ground. Inside
this tent we used plumbers blow torches to thaw out the engines.
I figured
that my dad would be proud of me, if he could see me inside this
tent with
all this machinery, oil and grease. After about an hour of
this, the
engines were warm enough to start.

We flew patrols over the coasts of Oregon and Washington from
dawn until
dusk. Once I thought I spotted a sub, and started my bomb run,
even had my
bomb doors open, but I pulled out of it when I realized that it
was just a
big whale.

Lucky for me, I would have never heard the end of that!
Actually it was lucky for us that the Japanese didn't attack the
west coast,
because we just didn't have a strong enough force to beat them
off. Our
country was in a real fix now, and overall things looked pretty
bleak to
most folks. In early February, we were ordered to report to
Columbus , South
Carolina . Man, this Air Corps sure moves a fellow around a lot!
Little did
I know what was coming next!

After we got settled in Columbus , my squadron commander called
us all
together. He told us that an awfully hazardous mission was being
planned,
and then he asked for volunteers. There were some of the guys

that did not
step forward, but I was one of the ones that did. My co-pilot
was shocked.
He said "You can't volunteer, Mac! You're married, and you and
Aggie are
expecting a baby soon. Don't do it!" I told him that "I got into
the Air
Force to do what I can, and Aggie understands how I feel. The
war won't be
easy for any of us."

We that volunteered were transferred to Eglin Field near
Valparaiso ,
Florida in late February. When we all got together, there were
about 140 of
us volunteers, and we were told that we were now part of the
"Special B-25
Project."

We set about our training, but none of us knew what it was all
about. We
were ordered not to talk about it, not even to our wives.
In early March, we were all called in for a briefing, and
gathered together
in a big building there on the base. Somebody said that the
fellow who head
of this thing is coming to talk to us, and in walks Lieutenant
Colonel Jimmy
Doolittle. He was already an aviation legend, and there he stood
right in
front of us. I was truly amazed just to meet him.

Colonel Doolittle explained that this mission would be extremely
dangerous,
and that only volunteers could take part. He said that he could
not tell us
where we were going, but he could say that some of us would not
be coming
back.

There was a silent pause; you could have heard a pin drop. Then
Doolittle
said that anyone of us could withdraw now, and that no one would
criticize
us for this decision. No one backed out! From the outset, all
volunteers
worked from the early morning hours until well after sunset. All
excess
weight was stripped from the planes and extra gas tanks were
added. The
lower gun turret was removed, the heavy liaison radio was

removed, and then
the tail guns were taken out and more gas tanks were put aboard. We extended
the range of that plane from 1000 miles out to 2500 miles.

Then I was assigned my crew. There was Richard Knobloch the co-pilot,
Clayton Campbell the navigator, Robert Bourgeous the bombardier, Adam
Williams the flight engineer and gunner, and me, Mac McElroy the pilot. Over
the coming days, I came to respect them a lot. They were a swell bunch of
guys, just regular All-American boys.

We got a few ideas from the training as to what type of mission that we had
signed on for. A Navy pilot had joined our group to coach us at short
takeoffs and also in shipboard etiquette. We began our short takeoff
practice. Taking off with first a light load, then a normal load, and
finally overloaded up to 31,000 lbs. The shortest possible take-off was
obtained with flaps full down, stabilizer set three-fourths, tail heavy,
full power against the brakes and releasing the brakes simultaneously as
the engine revved up to max power. We pulled back gradually on the stick and
the airplane left the ground with the tail skid about one foot from the
runway. It was a very unnatural and scary way to get airborne! I could
hardly believe it myself, the first time as I took off with a full gas load
and dummy bombs within just 700 feet of runway in a near stall condition.. We
were, for all practical purposes, a slow flying gasoline bomb!

In addition to take-off practice, we refined our skills in day and night
navigation, gunnery, bombing, and low level flying. We made cross country
flights at tree-top level, night flights and navigational flights over the
Gulf of Mexico without the use of a radio. After we started that short-field
takeoff routine, we had some pretty fancy competition between the crews. I

think that one crew got it down to about 300 feet on a hot day. We were told
that only the best crews would actually go on the mission, and the rest
would be held in reserve. One crew did stall on takeoff, slipped back to the
ground, busting up their landing gear. They were eliminated from the
mission. Doolittle emphasized again and again the extreme danger of this
operation, and made it clear that anyone of us who so desired could drop out
with no questions asked. No one did.

On one of our cross country flights, we landed at Barksdale Field in
Shreveport , and I was able to catch a bus over to Longview to see Aggie. We
had a few hours together, and then we had to say our goodbyes. I told her I
hoped to be back in time for the baby's birth, but I couldn't tell her where
I was going. As I walked away, I turned and walked backwards for a ways,
taking one last look at my beautiful pregnant Aggie.

Within a few days of returning to our base in Florida we were abruptly told
to pack our things. After just three weeks of practice, we were on our way.
This was it. It was time to go. It was the middle of March 1942, and I was
30 years old. Our orders were to fly to McClelland Air Base in Sacramento ,
California on our own, at the lowest possible level. So here we went on our
way west, scraping the tree tops at 160 miles per hour, and skimming along
just 50 feet above plowed fields. We crossed North Texas and then the
panhandle, scaring the dickens out of livestock, buzzing farm houses and a
many a barn along the way. Over the Rocky Mountains and across the Mojave
Desert dodging thunderstorms, we enjoyed the flight immensely and although
tempted, I didn't do too much dare-devil stuff. We didn't know it at the
time, but it was good practice for what lay ahead of us. It proved to be our
last fling. Once we arrived in Sacramento , the mechanics went over our
plane with a fine-toothed comb. Of the twenty-two planes that

made it, only
those whose pilots reported no mechanical problems were allowed
to go on.
The others were shunted aside.

After having our plane serviced, we flew on to Alameda Naval Air
Station in
Oakland .. As I came in for final approach, we saw it! I
excitedly called the
rest of the crew to take a look. There below us was a huge
aircraft carrier.
It was the USS Hornet, and it looked so gigantic! Man, I had
never even seen
a carrier until this moment. There were already two B-25s parked
on the
flight deck. Now we knew! My heart was racing, and I thought
about how puny
my plane would look on board this mighty ship. As soon as we
landed and
taxied off the runway, a jeep pulled in front of me with a big
"Follow Me"
sign on the back. We followed it straight up to the wharf,
alongside the
towering Hornet. All five of us were looking up and just in awe,
scarcely
believing the size of this thing. As we left the plane, there
was already a
Navy work crew swarming around attaching cables to the lifting
rings on top
of the wings and the fuselage. As we walked towards our
quarters, I looked
back and saw them lifting my plane up into the air and swing it
over the
ship's deck. It looked so small and lonely.

Later that afternoon, all crews met with Colonel Doolittle and
he gave last
minute assignments. He told me to go to the Presidio and pick up
two hundred
extra "C" rations. I saluted, turned, and left, not having any
idea where
the Presidio was, and not exactly sure what a "C" ration was. I
commandeered
a Navy staff car and told the driver to take me to the Presidio,
and he did.
On the way over, I realized that I had no written signed orders
and that
this might get a little sticky. So in I walked into the Army
supply depot
and made my request, trying to look poised and confident. The
supply officer

asked "What is your authorization for this request, sir?" I told him that I
could not give him one. "And what is the destination?" he asked. I answered,
"The aircraft carrier, Hornet, docked at Alameda ." He said, "Can you tell
me who ordered the rations, sir?" And I replied with a smile, "No, I
cannot." The supply officers huddled together, talking and glanced back over
towards me. Then he walked back over and assured me that the rations would
be delivered that afternoon. Guess they figured that something big was up.
They were right. The next morning we all boarded the ship.

Trying to remember my naval etiquette, I saluted the Officer of the Deck and
said "Lt. McElroy, requesting permission to come aboard." The officer
returned the salute and said "Permission granted." Then I turned aft and
saluted the flag. I made it, without messing up. It was April 2, and in full
sunlight, we left San Francisco Bay . The whole task force of ships, two
cruises, four destroyers, and a fleet oiler, moved slowly with us under the
Golden Gate Bridge . Thousands of people looked on. Many stopped their cars
on the bridge, and waved to us as we passed underneath. I thought to myself,
I hope there aren't any spies up there waving.
Once at sea, Doolittle called us together. "Only a few of you know our
destination, and you others have guessed about various targets. Gentlemen,
your target is Japan !" A sudden cheer exploded among the men.
"Specifically, Yokohama , Tokyo , Nagoya , Kobe , Nagasaki and Osaka . The
Navy task force will get us as close as possible and we'll launch our
planes. We will hit our targets and proceed to airfields in China ." After
the cheering stopped, he asked again, if any of us desired to back out, no
questions asked. Not on did, not one. Then the ship's Captain then went over
the intercom to the whole ship's company. The loudspeaker blared, "The
destination is Tokyo !" A tremendous cheer broke out from

everyone on board.
I could hear metal banging together and wild screams from down
below decks.
It was quite a rush! I felt relieved actually.. We finally knew
where we were
going.

I set up quarters with two Navy pilots, putting my cot between
their two
bunks. They couldn't get out of bed without stepping on me. It
was just
fairly cozy in there, yes it was. Those guys were part of the
Torpedo
Squadron Eight and were just swell fellows. The rest of the guys
bedded down
in similar fashion to me, some had to sleep on bedrolls in the
Admiral's
chartroom. As big as this ship was, there wasn't any extra room
anywhere.
Every square foot had a purpose... A few days later we
discovered where they
had an ice cream machine!

There were sixteen B-25s tied down on the flight deck, and I was
flying
number 13. All the carrier's fighter planes were stored away
helplessly in
the hangar deck. They couldn't move until we were gone. Our Army
mechanics
were all on board, as well as our munitions loaders and several
back up
crews, in case any of us got sick or backed out. We settled into
a daily
routine of checking our planes. The aircraft were grouped so closely
together on deck that it wouldn't take much for them to get
damaged.
Knowing that my life depended on this plane, I kept a close eye
on her.

Day after day, we met with the intelligence officer and studied
our mission
plan. Our targets were assigned, and maps and objective folders were
furnished for study. We went over approach routes and our escape
route
towards China . I never studied this hard back at Trinity. Every
day at dawn
and at dusk the ship was called to general quarters and we
practiced finding
the quickest way to our planes. If at any point along the way,
we were
discovered by the enemy fleet, we were to launch our bombers

immediately so
the Hornet could bring up its fighter planes. We would then be
on our own,
and try to make it to the nearest land, either Hawaii or Midway
Island .

Dr. Thomas White, a volunteer member of plane number 15, went
over our
medical records and gave us inoculations for a whole bunch of
diseases that
hopefully I wouldn't catch. He gave us training sessions in
emergency first
aid, and lectured us at length about water purification and
such. Tom, a
medical doctor, had learned how to be a gunner just so he could
go on this
mission. We put some new tail guns in place of the ones that had
been taken
out to save weight. Not exactly functional, they were two broom
handles,
painted black. The thinking was they might help scare any Jap
fighter
planes. Maybe, maybe not.

On Sunday, April 14, we met up with Admiral Bull Halsey's task
force just
out of Hawaii and joined into one big force. The carrier
Enterprise was now
with us, another two heavy cruisers, four more destroyers an
another oiler.
We were designated as Task Force 16. It was quite an impressive
sight to
see, and represented the bulk of what was left of the U.S. Navy
after the
devastation of Pearl Harbor . There were over 10,000 Navy
personnel sailing
into harm's way, just to deliver us sixteen Army planes to the
Japs, orders
of the President.

As we steamed further west, tension was rising as we drew nearer
and nearer
to Japan . Someone thought of arming us with some old ...45
pistols that
they had on board. I went through that box of 1911 pistols, they
were in
such bad condition that I took several of them apart, using the
good parts
from several useless guns until I built a serviceable weapon.
Several of the
other pilots did the same. Admiring my "new" pistol, I held it

up, and
thought about my old Model-T.

Colonel Doolittle called us together on the flight deck. We all gathered
round, as well as many Navy personnel. He pulled out some medals and told us
how these friendship medals from the Japanese government had been given to
some of our Navy officers several years back. And now the Secretary of the
Navy had requested us to return them. Doolittle wired them to a bomb while
we all posed for pictures. Something to cheer up the folks back home!

I began to pack my things for the flight, scheduled for the 19th. I packed
some extra clothes and a little brown bag that Aggie had given me, inside
were some toilet items and a few candy bars. No letters or identity cards
were allowed, only our dog-tags. I went down to the wardroom to have some
ice cream and settle up my mess bill. It only amounted to $5 a day and with
my per diem of $6 per day, I came out a little ahead. By now, my Navy pilot
roommates were about ready to get rid of me, but I enjoyed my time with
them. They were alright. Later on, I learned that both of them were killed
at the Battle of Midway. They were good men. Yes, very good men.

Colonel Doolittle let each crew pick our own target. We chose the Yokosuka
Naval Base about twenty miles from Tokyo . We loaded 1450 rounds of ammo and
four 500-pound bombs... A little payback, direct from Ellis County, Texas!
We checked and re-checked our plane several times. Everything was now ready.
I felt relaxed, yet tensed up at the same time. Day after tomorrow, we will
launch when we are 400 miles out. I lay in my cot that night, and rehearsed
the mission over and over in my head. It was hard to sleep as I listened to
sounds of the ship.

Early the next morning, I was enjoying a leisurely breakfast, expecting another full day on board, and I noticed that the ship was pitching and rolling quite a bit this morning, more than normal. I was reading through the April 18th day plan of the Hornet, and there was a message in it which said, "From the Hornet to the Army - Good luck, good hunting, and God bless you." I still had a large lump in my throat from reading this, when all of a sudden, the intercom blared, "General Quarters, General Quarters, All hands man your battle stations! Army pilots, man your planes!!!" There was instant reaction from everyone in the room and food trays went crashing to the floor. I ran down to my room jumping through the hatches along the way, grabbed my bag, and ran as fast as I could go to the flight deck. I met with my crew at the plane, my heart was pounding. Someone said, "What's going on?" The word was that the Enterprise had spotted an enemy trawler. It had been sunk, but it had transmitted radio messages. We had been found out!

The weather was crummy, the seas were running heavy, and the ship was pitching up and down like I had never seen before. Great waves were crashing against the bow and washing over the front of the deck. This wasn't going to be easy! Last minute instructions were given. We were reminded to avoid non-military targets, especially the Emperor's Palace. Do not fly to Russia , but fly as far west as possible, land on the water and launch our rubber raft. This was going to be a one-way trip! We were still much too far out and we all knew that our chances of making land were somewhere between slim and none. Then at the last minute, each plane loaded an extra ten 5-gallon gas cans to give us a fighting chance of reaching China .

We all climbed aboard, started our engines and warmed them up, just feet away from the plane in front of us and the plane behind us.

Knobby, Campbell
, Bourgeois and me in the front, Williams, the gunner was in the
back,
separated from us by a big rubber gas tank. I called back to
Williams on the
intercom and told him to look sharp and don't take a nap! He
answered dryly,
"Don't worry about me, Lieutenant. If they jump us, I'll just
use my little
black broomsticks to keep the Japs off our tail."

The ship headed into the wind and picked up speed. There was now
a near gale
force wind and water spray coming straight over the deck. I
looked down at
my instruments as my engines revved up. My mind was racing. I
went over my
mental checklist, and said a prayer? God please, help us! Past
the twelve
planes in front of us, I strained to see the flight deck officer
as he
leaned into the wind and signaled with his arms for Colonel
Doolittle to
come to full power. I looked over at Knobby and we looked each
other in the
eye.. He just nodded to me and we both understood.

With the deck heaving up and down, the deck officer had to time
this just
right. Then I saw him wave Doolittle to go, and we watched
breathlessly to
see what happened. When his plane pulled up above the deck,
Knobby just let
out with, "Yes! Yes!" The second plane, piloted by Lt. Hoover,
appeared to
stall with its nose up and began falling toward the waves. We
groaned and
called out, "Up! Up! Pull it up!" Finally, he pulled out of it,
staggering
back up into the air, much to our relief! One by one, the
planes in front
of us took off. The deck pitched wildly, 60 feet or more, it
looked like.
One plane seemed to drop down into the drink and disappeared for
a moment,
then pulled back up into sight. There was sense of relief with
each one that
made it. We gunned our engines and started to roll forward. Off
to the
right, I saw the men on deck cheering and waving their covers!
We continued

inching forward, careful to keep my left main wheel and my nose wheel on the
white guidelines that had been painted on the deck for us. Get off a little
bit too far left and we go off the edge of the deck. A little too far to
the right and our wing-tip will smack the island of the ship. With the best
seat on the ship, we watched Lt. Bower take off in plane number 12, and I
taxied up to the starting line, put on my the brakes and looked down to my
left. My main wheel was right on the line. Applied more power to the
engines, and I turned my complete attention to the deck officer on my left,
who was circling his paddles. Now my adrenaline was really pumping! We went
to full power, and the noise and vibration inside the plane went way up. He
circled the paddles furiously while watching forward for the pitch of the
deck. Then he dropped them, and I said, "Here We Go!" I released the brakes
and we started rolling forward, and as I looked down the flight-deck you
could see straight down into the angry churning water.. As we slowly gained
speed, the deck gradually began to pitch back up. I pulled up and our plane
slowly strained up and away from the ship. There was a big cheer and whoops
from the crew, but I just felt relieved and muttered to myself, "Boy, that
was short!"

We made a wide circle above our fleet to check our compass headings and get
our bearings.. I looked down as we passed low over one of our cruisers and
could see the men on deck waving to us. I dropped down to low level, so low
we could see the whitecap waves breaking. It was just after 0900, there were
broken clouds at 5,000 feet and visibility of about thirty miles due to haze
or something. Up ahead and barely in sight, I could see Captain Greening,
our flight leader, and Bower on his right wing. Flying at 170 mph, I was

able to catch up to them in about 30 minutes. We were to stay in this
formation until reaching landfall, and then break on our separate ways. Now
we settled in for the five hour flight. Tokyo , here we come!

Williams was in the back emptying the extra gas cans into the gas tank as
fast as we had burned off enough fuel. He then punched holes in the tins and
pushed then out the hatch against the wind. Some of the fellows ate
sandwiches and other goodies that the Navy had put aboard for us... I wasn't
hungry. I held onto the controls with a firm grip as we raced along westward
just fifty feet above the cold rolling ocean, as low as I dared to fly.
Being so close to the choppy waves gave you a true sense of speed.
Occasionally our windshield was even sprayed with a little saltwater. It was
an exhilarating feeling, and I felt as though the will and spirit of our
whole country was pushing us along. I didn't feel too scared, just anxious.
There was a lot riding on this thing, and on me.

As we began to near land, we saw an occasional ship here and there. None of
them close enough to be threatening, but just the same, we were feeling more
edgy. Then at 1330 we sighted land, the Eastern shore of Honshu . With
Williams now on his guns in the top turret and Campbell on the nose gun, we
came ashore still flying low as possible, and were surprised to see people
on the ground waving to us as we flew in over the farmland. It was beautiful
countryside.

Campbell, our navigator, said, "Mac, I think we're going to be about sixty
miles too far north. I'm not positive, but pretty sure." I decided that he
was absolutely right and turned left ninety degrees, went back just offshore
and followed the coast line south. When I thought we had gone far enough, I
climbed up to two thousand feet to find out where we were. We started
getting fire from anti-aircraft guns. Then we spotted Tokyo Bay

, turned
west and put our nose down diving toward the water. Once over
the bay, I
could see our target, Yokosuka Naval Base. Off to the right
there was
already smoke visible over Tokyo . Coming in low over the water,
I increased
speed to 200 mph and told everyone, "Get Ready!"

When we were close enough, I pulled up to 1300 feet and opened
the bomb
doors. There were furious black bursts of anti-aircraft fire all
around us,
but I flew straight on through them, spotting our target, the
torpedo works
and the dry-docks. I saw a big ship in the dry-dock just as we
flew over
it. Those flak bursts were really getting close and bouncing us
around, when
I heard Bourgeois shouting, "Bombs Away!" I couldn't see it, but
Williams
had a bird's eye view from the back and he shouted jubilantly,
"We got an
aircraft carrier! The whole dock is burning!" I started turning
to the south
and strained my neck to look back and at that moment saw a
large crane blow
up and start falling over!... Take that! There was loud yelling and
clapping each other on the back. We were all just ecstatic, and
still alive!
But there wasn't much time to celebrate. We had to get out of
here and fast!
When we were some thirty miles out to sea, we took one last
look back at
our target, and could still see huge billows of black smoke. Up
until now,
we had been flying for Uncle Sam, but now we were flying for
ourselves.

We flew south over open ocean, parallel to the Japanese coast
all afternoon.
We saw a large submarine apparently at rest, and then in another
fifteen
miles, we spotted three large enemy cruisers headed for Japan .
There were
no more bombs, so we just let them be and kept on going. By late
afternoon,
Campbell calculated that it was time to turn and make for China
. Across the
East China Sea , the weather out ahead of us looked bad and
overcast. Up

until now we had not had time to think much about our gasoline supply, but
the math did not look good. We just didn't have enough fuel to make it!

Each man took turns cranking the little hand radio to see if we could pick
up the promised radio beacon. There was no signal. This is not good.. The
weather turned bad and it was getting dark, so we climbed up. I was now
flying on instruments, through a dark misty rain. Just when it really looked
hopeless of reaching land, we suddenly picked up a strong tailwind. It was
an answer to a prayer. Maybe just maybe, we can make it!

In total darkness at 2100 hours, we figured that we must be crossing the
coastline, so I began a slow, slow climb to be sure of not hitting any high
ground or anything. I conserved as much fuel as I could, getting real low on
gas now. The guys were still cranking on the radio, but after five hours of
hand cranking with aching hands and backs, there was utter silence. No radio
beacon! Then the red light started blinking, indicating twenty minutes of
fuel left. We started getting ready to bail out. I turned the controls over
to Knobby and crawled to the back of the plane, past the now collapsed
rubber gas tank. I dumped everything out of my bag and repacked just what I
really needed, my .45 pistol, ammunition, flashlight, compass, medical kit,
fishing tackle, chocolate bars, peanut butter and crackers. I told Williams
to come forward with me so we could all be together for this. There was no
other choice. I had to get us as far west as possible, and then we had to
jump.

At 2230 we were up to sixty-five hundred feet. We were over land but still
above the Japanese Army in China . We couldn't see the stars, so Campbell
couldn't get a good fix on our position. We were flying on fumes now and I

didn't want to run out of gas before we were ready to go. Each man filled
his canteen, put on his Mae West life jacket and parachute, and filled his
bag with rations, those "C" rations from the Presidio. I put her on
auto-pilot and we all gathered in the navigator's compartment around the
hatch in the floor. We checked each other's parachute harness. Everyone was
scared, without a doubt. None of us had ever done this before! I said,
"Williams first, Bourgeois second, Campbell third, Knobloch fourth, and I'll
follow you guys! Go fast, two seconds apart! Then count three seconds off
and pull your rip-cord!"

We kicked open the hatch and gathered around the hole looking down into the
blackness. It did not look very inviting! Then I looked up at Williams and
gave the order, "JUMP!!!" Within seconds they were all gone. I turned and
reached back for the auto-pilot, but could not reach it, so I pulled the
throttles back, then turned and jumped. Counting quickly, thousand one,
thousand two, thousand three, I pulled my rip-cord and jerked back up with a
terrific shock. At first I thought that I was hung on the plane, but after a
few agonizing seconds that seemed like hours, realized that I was free and
drifting down. Being in the total dark, I was disoriented at first but
figured my feet must be pointed toward the ground. I looked down through
the black mist to see what was coming up. I was in a thick mist or fog, and
the silence was so eerie after nearly thirteen hours inside that noisy
plane. I could only hear the whoosh, whoosh sound of the wind blowing
through my shroud lines, and then I heard a loud crash and explosion. My
plane!

Looking for my flashlight, I groped through my bag with my right hand,
finally pulled it out and shined it down toward the ground, which I still

could not see. Finally I picked up a glimmer of water and thought I was
landing in a lake. We're too far inland for this to be ocean. I hope! I
relaxed my legs a little, thinking I was about to splash into water and
would have to swim out, and then bang. I jolted suddenly and crashed over
onto my side. Lying there in just a few inches of water, I raised my head
and put my hands down into thick mud. It was rice paddy! There was a burning
pain, as if someone had stuck a knife in my stomach. I must have torn a
muscle or broke something.

I laid there dazed for a few minutes, and after a while struggled up to my
feet. I dug a hole and buried my parachute in the mud. Then started trying
to walk, holding my stomach, but every direction I moved the water got
deeper. Then, I saw some lights off in the distance. I fished around for my
flashlight and signaled one time. Sensing something wrong, I got out my
compass and to my horror saw that those lights were off to my west. That
must be a Jap patrol! How dumb could I be! Knobby had to be back to my east,
so I sat still and quiet and did not move.

It was a cold dark lonely night. At 0100 hours I saw a single light off to
the east. I flashed my light in that direction, one time. It had to be
Knobby! I waited a while, and then called out softly, "Knobby?" And a voice
replied "Mac, is that you?". Thank goodness, what a relief! Separated by a
wide stream, we sat on opposite banks of the water communicating in low
voices. After daybreak Knobby found a small rowboat and came across to get
me. We started walking east toward the rest of the crew and away from that
Japanese patrol. Knobby had cut his hip when he went through the hatch, but
it wasn't too awful bad.

We walked together toward a small village and several Chinese
came out to
meet us, they seemed friendly enough. I said, "Luchu hoo megwa
fugi! Luchu
hoo megwa fugi!" meaning, "I am an American! I am an American!"
Later that
morning we found the others. Williams had wrenched his knee when
he landed
in a tree, but he was limping along just fine. There were hugs
all around.
I have never been so happy to see four guys in all my life!

Well, the five of us eventually made it out of China with the
help of the
local Chinese people and the Catholic missions along the way.
They were all
very good to us, and later they were made to pay terribly for
it, so we
found out afterwards. For a couple of weeks we traveled across
country.
Strafed a couple of times by enemy planes, we kept on moving, by
foot, by
pony, by car, by train, and by airplane. But we finally made it
to India .

I did not make it home for the baby's birth. I stayed on their
flying a DC-3
"Gooney Bird" in the China-Burma-India Theatre for the next
several months.
I flew supplies over the Himalaya Mountains, or as we called it,
over "The
Hump" into China . When B-25s finally arrived in India , I flew
combat
missions over Burma , and then later in the war, flew a B-29 out
of the
Marianna Islands to bomb Japan again and again.

After the war, I remained in the Air Force until 1962, when I
retired from
the service as a Lt. Colonel, and then came back to Texas , my
beautiful
Texas . First moving to Abilene and then we settled in Lubbock
, where
Aggie taught school at MacKenzie Junior High. I worked at the S
& R Auto
Supply, once again in an atmosphere of machinery, oil and grease.

I lived a good life and raised two wonderful sons that I am very
proud of.
I feel blessed in many ways. We have a great country, better
than most folks
know. It is worth fighting for. Some people call me a hero, but

I have never
thought of myself that way, no. But I did serve in the company
of heroes.
What we did, will never leave me. It will always be there in my
fondest
memories. I will always think of the fine and brave men that I was
privileged to serve with. Remember us, for we were soldiers once
and young.
With the loss of all aircraft, Doolittle believed that the raid
had been a
failure, and that he would be court-martialed upon returning to
the states.
Quite to the contrary, the raid proved to be a tremendous boost
to American
morale, which had plunged following the Pearl Harbor attack. It
also caused
serious doubts in the minds of Japanese war planners. They in
turn recalled
many seasoned fighter plane units back to defend the home
islands, which
resulted in Japan 's weakened air capabilities at the upcoming
Battle of
Midway and other South Pacific campaigns.

Edgar "Mac" Mc Elroy, Lt. Col., U.S.A.F. (Ret.) passed away at his
residence in Lubbock , Texas early on the morning of Friday,
April 4, 2003.

_____

Windows 7: Unclutter your desktop. Learn more.
<http://www.microsoft.com/windows/windows-7/videos-tours.aspx?h=7sec&slideid
<http://www.microsoft.com/windows/windows-7/videos-tours.aspx?h=7sec&slideid>
=1&media=aero-shake-7second&listid=1&stop=1&ocid=PID24727::T:WLMTAGL:ON:WL:e
n-US:WWL_WIN_7secdemo:122009>

_____

No virus found in this incoming message.
Checked by AVG - www.avg.com <http://www.avg.com/>
Version: 8.5.426 / Virus Database: 270.14.98/2552 - Release
Date: 12/08/09
07:34:00

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

687. [Fwd: [TnT] For sale: $500 Car with $25,00radios]

Yahoo group: Flying_Hams
Date: 2009-12-19 11:50:39 UTC
From: Scott
Topic: 687 Message: 687

GOOD LORD! Would this rover station even be LEGAL?

-------- Original Message --------
Subject: [TnT] For sale: $500 Car with $25,00radios
Date: Fri, 18 Dec 2009 23:18:03 -0800 (PST)
From: Budd <n7eoj@...>
Reply-To: 2nT@yahoogroups.com
To: undisclosed recipients: ;

http://jalopnik.com/5428800/ham-radio-car-sale-photos/gallery/7
<http://jalopnik.com/5428800/ham-radio-car-sale-photos/gallery/7>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

688. HF/Echolink Net?

Yahoo group: Flying_Hams
Date: 2010-01-12 14:20:23 UTC
From: The Danimal
Topic: 688 Message: 688

Hi Everyone,

Sorry I have not been active on the list here...seems I work 7 days a week, or pretty close to it! LOL. You know the life of an instructor...play the WX/MX game, so my only days off are un-planned, lol. Well..I have HF set up, pretty decently for 40/80m and could probably do OK on 20m. Would there be any interest in an HF net since the bands are coming alive again?? Solar Flux 89 RIGHT now!! Getting better. Ive been working some late night DX on 40m! I would prefer someone else to be net control as my work schedule changes all the time, but could fill in once in a while, as I usually know my sched about 36 hours in advance and that's about it! MAYBE an Echolink net as well for those without HF, etc. Let me know what you guys think, if you'd like you can email me directly at n9wx78@... as that's the one I check most often. I will be posting some pics etc on here soooon.

73 and Happy New Year...May all your winds be Tailwinds, EXCEPT for take off and landings! ;-)

Daniel N9WX

689. 40m Sched Tonight ?

Yahoo group: Flying_Hams
Date: 2010-02-04 17:01:03 UTC
From: The Danimal
Topic: 689 Message: 689

Hi Everyone,

Just got my amp online...I will be on 40m tonight (or 75m), anyone want to try a sched or want to chat? Wx sux, so I'm offline! Be cool to get a Flying Hams Round table. Just let me know!

73,
Daniel N9WX

690. Re: [Flying_Hams] 40m Sched Tonight ?

Yahoo group: Flying_Hams
Date: 2010-02-04 17:35:20 UTC
From: Clyde Murray
Topic: 689 Message: 690

Daniel, I think the sched idea is fantastic unfortunately I have a dinner appointment tonight but would sure like to get in on the next one.

Clyde VE7SVC

From: The Danimal <n9wx@hotmail.com>
To: Flying_Hams@yahoogroups.com
Sent: Thu, February 4, 2010 9:01:03 AM
Subject: [Flying_Hams] 40m Sched Tonight ?

Hi Everyone,

Just got my amp online...I will be on 40m tonight (or 75m), anyone want to try a sched or want to chat? Wx sux, so I'm offline! Be cool to get a Flying Hams Round table. Just let me know!

73,
Daniel N9WX

691. Re: 40m Sched Tonight ?

Yahoo group: Flying_Hams
Date: 2010-02-04 23:45:40 UTC
From: The Danimal
Topic: 689 Message: 691

Hi Clyde,
Well, sorry you cant make it. Maybe tomorrow night, although I may be working (flying :-). Off today because of weather. I'll be on tonight around 7.2MHZ around 0100Z if anyone wants to join.

73,
Daniel N9WX

--- In Flying_Hams@yahoogroups.com, Clyde Murray <clyde_murray@...> wrote:
>
> Daniel, I think the sched idea is fantastic unfortunately I have a dinner appointment tonight but would sure like to get in on the next one.
>
> Clyde VE7SVC
>
>
>
>
> _____
> From: The Danimal <n9wx@...>
> To: Flying_Hams@yahoogroups.com
> Sent: Thu, February 4, 2010 9:01:03 AM
> Subject: [Flying_Hams] 40m Sched Tonight ?
>
> Â
> Hi Everyone,
>
> Just got my amp online...I will be on 40m tonight (or 75m), anyone want to try a sched or want to chat? Wx sux, so I'm offline! Be cool to get a Flying Hams Round table. Just let me know!
>
> 73,
> Daniel N9WX
>

692. Re: [Flying_Hams] Re: 40m Sched Tonight ?

Yahoo group: Flying_Hams
Date: 2010-02-05 01:30:41 UTC
From: bob brockman
Topic: 689 Message: 692

sounds good. will listen out on 7.2 around 0100z noxt few nites K4PT
--- On Thu, 2/4/10, The Danimal <n9wx@...> wrote:

From: The Danimal <n9wx@...>
Subject: [Flying_Hams] Re: 40m Sched Tonight ?
To: Flying_Hams@yahoogroups.com
Date: Thursday, February 4, 2010, 6:45 PM

Hi Clyde,

Well, sorry you cant make it. Maybe tomorrow night, although I may be working (flying :-). Off today because of weather. I'll be on tonight around 7.2MHZ around 0100Z if anyone wants to join.

73,

Daniel N9WX

--- In Flying_Hams@ yahoogroups. com, Clyde Murray <clyde_murray@ ...> wrote:

>

> Daniel, I think the sched idea is fantastic unfortunately I have a dinner appointment tonight but would sure like to get in on the next one.

>

> Clyde VE7SVC

>

>

>

>

> ---------- --------- --------- --

> From: The Danimal <n9wx@...>

> To: Flying_Hams@ yahoogroups. com

> Sent: Thu, February 4, 2010 9:01:03 AM

> Subject: [Flying_Hams] 40m Sched Tonight ?

>

> Â

> Hi Everyone,

>

> Just got my amp online...I will be on 40m tonight (or 75m), anyone want to try a sched or want to chat? Wx sux, so I'm offline! Be cool to get a Flying Hams Round table. Just let me know!

>

> 73,

> Daniel N9WX

>

693. Re: [Flying_Hams] Re: 40m Sched Tonight ?

Yahoo group: Flying_Hams
Date: 2010-02-06 02:14:32 UTC
From: kevin gerard
Topic: 689 Message: 693

I am a day late reading this. Wondering if it worked out and when I can try to join the group?
Kevin, Florida Keys

--- On Thu, 2/4/10, bob brockman <bobb_43@...> wrote:

From: bob brockman <bobb_43@...>
Subject: Re: [Flying_Hams] Re: 40m Sched Tonight ?
To: Flying_Hams@yahoogroups.com
Date: Thursday, February 4, 2010, 8:30 PM

sounds good. will listen out on 7.2 around 0100z noxt few nites K4PT
--- On Thu, 2/4/10, The Danimal <n9wx@hotmail. com> wrote:

From: The Danimal <n9wx@hotmail. com>
Subject: [Flying_Hams] Re: 40m Sched Tonight ?
To: Flying_Hams@ yahoogroups. com
Date: Thursday, February 4, 2010, 6:45 PM

Hi Clyde,
Well, sorry you cant make it. Maybe tomorrow night, although I may be working (flying :-). Off today because of weather. I'll be on tonight around 7.2MHZ around 0100Z if anyone wants to join.

73,
Daniel N9WX

--- In Flying_Hams@ yahoogroups. com, Clyde Murray <clyde_murray@ ...> wrote:
>
> Daniel, I think the sched idea is fantastic unfortunately I have a dinner appointment tonight but would sure like to get in on the next one.
>
> Clyde VE7SVC
>
>
>
>
> __________ _________ _________ __
> From: The Danimal <n9wx@...>
> To: Flying_Hams@ yahoogroups. com
> Sent: Thu, February 4, 2010 9:01:03 AM
> Subject: [Flying_Hams] 40m Sched Tonight ?
>
> Â
> Hi Everyone,
>
> Just got my amp online...I will be on 40m tonight (or 75m), anyone want to try a sched or

want to chat? Wx sux, so I'm offline! Be cool to get a Flying Hams Round table. Just let me know!
>
> 73,
> Daniel N9WX
>

694. FW: [freewheelersnet] Funny Air Traffic Control communications

Yahoo group: Flying_Hams
Date: 2010-02-07 23:56:01 UTC
From: Tom Kraemer
Topic: 694 Message: 694

Couldn't resist passing this on.. J

From: freewheelersnet@yahoogroups.com
[mailto:freewheelersnet@yahoogroups.com] On Behalf Of W9GDH
Sent: Saturday, February 06, 2010 10:14 PM
To: freewheelersnet@yahoogroups.com
Subject: [freewheelersnet] Funny Air Traffic Control communications

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
Delta 351: "Give us another hint! We have digital watches!"

"TWA 2341, for noise abatement turn right 45 Degrees."
"Centre, we are at 35,000 feet. How much noise can we make up here?"
"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

From an unknown aircraft waiting in a very long takeoff queue: "I'm f...ing bored!"
Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"
Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

Control tower to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."
United 239: "Approach, I've always wanted to say this... I've got the little Fokker in sight."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

A military pilot called for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter pilot that he was number two, behind a B-52 that had one engine shut down. "Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

Allegedly, a Pan Am 727 flight waiting for start clearance in Munich overheard the following:
Lufthansa (in German): "Ground, what is our start clearance time?"
Ground (in English): "If you want an answer you must speak in English."
Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"
Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"
Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."
Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"
Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern... we've already notified our caterers."

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough for another one."

Allegedly the German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They, it is alleged, not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.
Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."
Ground: "Speedbird 206. Taxi to gate Alpha One-Seven." The BA 747 pulled onto the main taxiway and slowed to a stop.
Ground: "Speedbird, do you not know where you are going?"
Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."
Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"
Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark,... and I didn't land."

Allegedly, while taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?" US Air 2771: "Yes, ma'am," the humbled crew responded. Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

695. Anybody near Louisville with 902?

Yahoo group: Flying_Hams
Date: 2010-02-25 12:25:36 UTC
From: Scott
Topic: 695 Message: 695

I just built a 902 transverter for a friend (KC4CQT) in Radcliff, KY (near Louisville). Is there anyone on in the group in that area? Trying to find a someone that might be able to chat with my friend on 902...maybe for the Spring Sprint (May 1).

http://groups.google.com/group/springsprints/web/2010-announcement-rules

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

696. 10 GHz from La Crosse (WI)

Yahoo group: Flying_Hams
Date: 2010-04-11 13:50:33 UTC
From: Scott
Topic: 696 Message: 696

Here is the plan....

I will be portable with 10 GHz on Monday (April 12) night at 6PM from La Crosse atop Grand Dad Bluff (best guess from Google Maps is EN43jt). If it's raining then, will try Wednesday (April 14) night at 6PM. If it rains both nights, the attempt will be scrubbed (I don't have a waterproof system yet). Anybody in the La Crosse area is welcome to visit as I will be doing it as a demo for the La Crosse club(s). Talk in on 147.090 repeater (PL 131.8).

I am still XTAL controlled, so I may not be exactly on freq. I will have a freq counter on the LO, so I can get close, but probably not within 100 Hz ;)

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

697. 10 GHz Demonstration Activity Report

Yahoo group: Flying_Hams
Date: 2010-04-17 13:22:52 UTC
From: Scott
Topic: 697 Message: 697

Here's a short video of the 10 GHz demonstration I did for a few radio club members in La Crosse, Wisconsin (USA) on the evening of April 12, 2010. I was at the top of Grand Dad Bluff (EN43jt), overlooking the city of La Crosse from about 590 feet above it. I worked two stations (W0GHZ in EN34lx with the total path being approximately 312 Km and K0KFC in EN35rj at approximately 371 Km total path length) via rainscatter. I should have been able to easily make the direct path (193 Km) to W0GHZ but couldn't. Later, I suspected I had the dish elevation a bit skyward, so it was most likely my fault. The view toward W0GHZ was directly up the Mississippi River as seen at the very end of the video, so it should have been totally unobstructed. Oh well, maybe next time it will work!

http://www.youtube.com/watch?v=Ye_OyWNAHdw

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

698. WooHoo! 10 GHz rainscatter this morning!

Yahoo group: Flying_Hams
Date: 2010-04-24 17:59:23 UTC
From: Scott
Topic: 698 Message: 698

The weather for flying is lousy today, so I pulled out the 10 GHz gear and worked a station this morning that has been waiting for over a year to get my grid (EN45fa) into his logbook. We were about to give up when he decided to try aiming his dish at a more direct path between us and there he was, about S2 on the meter. We completed CW and SSB exchanges. Not an exceptionally long path, but still a lot of fun :)

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

699. 10 GHz May 1-2 Contest Video

Yahoo group: Flying_Hams
Date: 2010-05-04 11:22:35 UTC
From: Scott
Topic: 699 Message: 699

Here's a video of the fixed stations working me for the San Bernadino Microwave Society 2 GHz and Up Contest as I was roving with the rover pack in Southern Minnesota over the past weekend.

http://www.youtube.com/watch?v=akNx5s6FXqg

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

700. VX-8R

Yahoo group: Flying_Hams
Date: 2010-05-14 18:16:40 UTC
From: Joe
Topic: 700 Message: 700

I have been flying with my VX-8R for a while now using the APRS function. I would like to interface the radio to my audio panel and be able to transmit and receive in flight. Does anyone have any experience with this?

Thanks,

Rick Pellicciotti, KJ4NWQ

701. Re: VX-8R

Yahoo group: Flying_Hams
Date: 2010-05-25 06:39:43 UTC
From: dan.dawson
Topic: 700 Message: 701

> I have been flying with my VX-8R for a while now using the
> APRS function. I would like to interface the radio to my
> audio panel and be able to transmit and receive in flight.

I use my HT in flight on occasion, the easiest way I've found was an earbud speaker/mic, I put the headset in my ear, and the mic portion in the ear cup of my headset. Push to talk on the HT and speak in to the headset mic and it pics up my voice from the headset.

You mention tying it directly in to the avionics panel, be sure you read these regulations and figure out if there is a way to do it legally. I believe it is possible with FAA waivers and sign-offs, but by default, it seems to be illegal since they would have to be "separate from and independent of all other radio apparatus" on the plane:

TITLE 47 - TELECOMMUNICATION

CHAPTER I - FEDERAL COMMUNICATIONS COMMISSION

SUBCHAPTER D - SAFETY AND SPECIAL RADIO SERVICES

PART 97 - AMATEUR RADIO SERVICE

subpart a - GENERAL PROVISIONS

97.11 - Stations aboard ships or aircraft.

(a) The installation and operation of an amateur station on a ship or aircraft must be approved by the master of the ship or pilot in command of the aircraft.

(b) The station must be separate from and independent of all other radio apparatus installed on the ship or aircraft, except a common antenna may be shared with a voluntary ship radio installation. The station's transmissions must not cause interference to any other apparatus installed on the ship or aircraft.

(c) The station must not constitute a hazard to the safety of life or property. For a station aboard an aircraft, the apparatus shall not be operated while the aircraft is operating under Instrument Flight Rules, as defined by the FAA, unless the station has been found to comply with all applicable FAA Rules.

Read more:
http://cfr.vlex.com/vid/97-11-stations-aboard-ships-aircraft-19857106#ixzz0ov8eVPM9

702. Re: VX-8R

Yahoo group: Flying_Hams
Date: 2010-05-25 00:00:21 UTC
From: kb9ax
Topic: 700 Message: 702

Hi Rick,

I have used my Kenwood HT in the plane by connecting with an interface through one of the spare intercom ports. YOu can use a small audio transformer for both input and output and a resistor network to lower the signal levels to what is compatible to the radio and the intercom.

I used the HT PTT button to transmit, but would just talk into the intercom normally. The audio filtering in the intercoms take out much of the low freq noise from the engine, so it sounds quite a bit better than directly hooking up a headset.

My plane has a 4 place intercom, so most of the time there was always an open intercom port. Also, most intercoms today that are panel mounted are actually 6 place, even when installed in a 4 place airplane, but you would need to get to the wiring in the panel to bring it out.

There was an article not long ago I saw that shows an interface to an aviation headset. The output on the mic is quite high, since the early spec was for a carbon mic.

I hope this helps a little
Dan KB9AX

--- In Flying_Hams@yahoogroups.com, "Joe" <rick@...> wrote:
>
> I have been flying with my VX-8R for a while now using the APRS function. I would like to interface the radio to my audio panel and be able to transmit and receive in flight. Does anyone have any experience with this?
>
> Thanks,
>
> Rick Pellicciotti, KJ4NWQ
>

703. Re: [Flying_Hams] Re: VX-8R

Yahoo group: Flying_Hams
Date: 2010-05-26 02:45:45 UTC
From: Charles Reiche
Topic: 700 Message: 703

I use an interface that goes between my headset and the airplane. When I key the adapter box, The audio goes to the HT. When I key the yoke, the audio goes to the plane.
Charles Reiche
N3CRT

On Mon, May 24, 2010 at 8:00 PM, kb9ax <dmeier@...> wrote:

>
>
> Hi Rick,
>
> I have used my Kenwood HT in the plane by connecting with an interface
> through one of the spare intercom ports. YOu can use a small audio
> transformer for both input and output and a resistor network to lower the
> signal levels to what is compatible to the radio and the intercom.
>
> I used the HT PTT button to transmit, but would just talk into the intercom
> normally. The audio filtering in the intercoms take out much of the low freq
> noise from the engine, so it sounds quite a bit better than directly hooking
> up a headset.
>
> My plane has a 4 place intercom, so most of the time there was always an
> open intercom port. Also, most intercoms today that are panel mounted are
> actually 6 place, even when installed in a 4 place airplane, but you would
> need to get to the wiring in the panel to bring it out.
>
> There was an article not long ago I saw that shows an interface to an
> aviation headset. The output on the mic is quite high, since the early spec
> was for a carbon mic.
>
> I hope this helps a little
> Dan KB9AX
>
>
> --- In Flying_Hams@yahoogroups.com <Flying_Hams%40yahoogroups.com>, "Joe"
> <rick@...> wrote:
> >
> > I have been flying with my VX-8R for a while now using the APRS function.
> I would like to interface the radio to my audio panel and be able to
> transmit and receive in flight. Does anyone have any experience with this?
> >
> > Thanks,
> >
> > Rick Pellicciotti, KJ4NWQ

> >
>
>
>

704. Re: VX-8R

Yahoo group: Flying_Hams
Date: 2010-05-31 00:23:11 UTC
From: Joe
Topic: 700 Message: 704

Yes, this is what I would like to do. If I could find a schematic now, I would be in business.

Rick

--- In Flying_Hams@yahoogroups.com, "kb9ax" <dmeier@...> wrote:
>
> Hi Rick,
>
> I have used my Kenwood HT in the plane by connecting with an interface through one of the spare intercom ports. YOu can use a small audio transformer for both input and output and a resistor network to lower the signal levels to what is compatible to the radio and the intercom.
>
> I used the HT PTT button to transmit, but would just talk into the intercom normally. The audio filtering in the intercoms take out much of the low freq noise from the engine, so it sounds quite a bit better than directly hooking up a headset.
>
> My plane has a 4 place intercom, so most of the time there was always an open intercom port. Also, most intercoms today that are panel mounted are actually 6 place, even when installed in a 4 place airplane, but you would need to get to the wiring in the panel to bring it out.
>
> There was an article not long ago I saw that shows an interface to an aviation headset. The output on the mic is quite high, since the early spec was for a carbon mic.
>
> I hope this helps a little
> Dan KB9AX
>
>
> --- In Flying_Hams@yahoogroups.com, "Joe" <rick@> wrote:
> >
> > I have been flying with my VX-8R for a while now using the APRS function. I would like to interface the radio to my audio panel and be able to transmit and receive in flight. Does anyone have any experience with this?
> >
> > Thanks,
> >
> > Rick Pellicciotti, KJ4NWQ
> >
>

705. Dirtbag airport owners

Yahoo group: Flying_Hams
Date: 2010-06-11 16:55:04 UTC
From: Scott
Topic: 705 Message: 705

Alternative number three...just burn the S.O.B. down instead.

http://www.aopa.org/advocacy/articles/2010/100610arkansas.html

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

706. Fwd: [33cm] 902 Transverter for sale

Yahoo group: Flying_Hams
Date: 2010-08-15 17:44:59 UTC
From: Scott
Topic: 706 Message: 706

Shameless, self-serving plug, but if anyone is interested in the 902 MHz band (my personal favorite...the propagation is PHENOMINAL!)......it really is an awesome band!

I have listed a DEMI 902-144 transverter on ebay...here's an easy way to get on 902 weak signal (CW/SSB) or even FM with your 2M radio...You can be on in time for the September VHF contest! Just add antenna :)

http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=160468969821

--
Scott N0EDV
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

_____
33cm mailing list
Home: http://mailman.qth.net/mailman/listinfo/33cm
Help: http://mailman.qth.net/mmfaq.htm
Post: mailto:33cm@...

This list hosted by: http://www.qsl.net
Please help support this email list: http://www.qsl.net/donate.html

707. New Members

Yahoo group: Flying_Hams
Date: 2010-09-11 12:53:58 UTC
From: m5dnd2002
Topic: 707 Message: 707

Hi to the two new mwmbers..

Nik M5DND

708. Re: New Members

Yahoo group: Flying_Hams
Date: 2010-09-11 17:58:45 UTC
From: f1mhv
Topic: 707 Message: 708

Thank you ;-)

Cyril - F1MHV

--- In Flying_Hams@yahoogroups.com, "m5dnd2002" <g7dnd.nread@...> wrote:
>
> Hi to the two new mwmbers..
>
> Nik M5DND
>

709. Re: [Flying_Hams] Fwd: [33cm] 902 Transverter for sale

Yahoo group: Flying_Hams
Date: 2010-09-11 20:45:13 UTC
From: Scott
Topic: 706 Message: 709

Wow! This just came through the list?! This was true about 2 weeks
ago when I sent it, but the transverter has been sold....

N0EDV

On 8-15-2010 17:44, Scott wrote:
>
> Shameless, self-serving plug, but if anyone is interested in the 902
> MHz band (my personal favorite...the propagation is PHENOMINAL!)......it
> really is an awesome band!
>
> I have listed a DEMI 902-144 transverter on ebay...here's an easy way
> to get on 902 weak signal (CW/SSB) or even FM with your 2M radio...You
> can be on in time for the September VHF contest! Just add antenna :)
>
> http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=160468969821
> <http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=160468969821>
>
> --
> Scott N0EDV
> http://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>
> ____
> 33cm mailing list
> Home: http://mailman.qth.net/mailman/listinfo/33cm
> Help: http://mailman.qth.net/mmfaq.htm
> Post: mailto:33cm@... <mailto:33cm%40mailman.qth.net>
>
> This list hosted by: http://www.qsl.net
> Please help support this email list: http://www.qsl.net/donate.html
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

710. HI!!!!!!!

Yahoo group: Flying_Hams
Date: 2010-09-12 14:24:35 UTC
From: The Danimal
Topic: 710 Message: 710

Hi Everyone,

Been a long time, work work work...but I'm lucky, flying is my work! Albeit, flight instructing. Just a note...I am based out of KDTO, Denton, TX about 20 miles NNW of KDFW. If any of you fly into the Dallas area, let me know. Love to meet up with you. I fly into KAFW Alliance airport alot! Nicest controllers I've ever met! I will be posting some pics of the tower and other adventures. So, check it out!!!!! I am on Facebook also. Daniel Hileman. Add me if you like. Ok...here come the pics!

711. Re: [Flying_Hams] HI!!!!!!!

Yahoo group: Flying_Hams
Date: 2010-09-12 16:01:50 UTC
From: Scott
Topic: 710 Message: 711

Looked on Facebook. 10 hits...which one are you?

Ace

On 9-12-2010 14:24, The Danimal wrote:
> Daniel Hileman

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

712. Re: [Flying_Hams] HI!!!!!!!

Yahoo group: Flying_Hams
Date: 2010-09-12 15:59:57 UTC
From: Scott
Topic: 710 Message: 712

There's a couple of folks that have some hangar space a couple down from me at Chetek, WI who live in Denton...They have a Luscombe, a Cub of some sort, a Pietenpol and a Corben Super Ace. Not sure what airport they fly out of in Denton, but they shuttle between TX and WI every few weeks during the summer....

On 9-12-2010 14:24, The Danimal wrote:
>
> Hi Everyone,
>
> Been a long time, work work work...but I'm lucky, flying is my work!
> Albeit, flight instructing. Just a note...I am based out of KDTO,
> Denton, TX about 20 miles NNW of KDFW. If any of you fly into the
> Dallas area, let me know. Love to meet up with you. I fly into KAFW
> Alliance airport alot! Nicest controllers I've ever met! I will be
> posting some pics of the tower and other adventures. So, check it
> out!!!!! I am on Facebook also. Daniel Hileman. Add me if you like.
> Ok...here come the pics!
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

713. Re: HI!!!!!!!

Yahoo group: Flying_Hams
Date: 2010-09-13 01:39:37 UTC
From: The Danimal
Topic: 710 Message: 713

Hi Ace,

I am the guy with the shaved head, in sunglasses. If you look closely, you can see I'm in uniform.

--- In Flying_Hams@yahoogroups.com, Scott <acepilot@...> wrote:
>
> Looked on Facebook. 10 hits...which one are you?
>
> Ace
>
> On 9-12-2010 14:24, The Danimal wrote:
> > Daniel Hileman
>
> --
> Scott
> http://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>

714. Fwd: Fwd: Swift crash

Yahoo group: Flying_Hams
Date: 2010-09-14 22:50:25 UTC
From: Scott
Topic: 714 Message: 714

WoW!! And...ouch!

-------- Original Message --------

Everything went right after everything went wrong

http://www.dailymail.co.uk/news/article-1311828/Shoreham-air-crash-pilot-escapes-stunt-glider-smashes-runway.html

715. Re: [Flying_Hams] Re: HI!!!!!!!

Yahoo group: Flying_Hams
Date: 2010-09-13 17:43:01 UTC
From: Scott
Topic: 710 Message: 715

OK, I sent you a friend request, but it didn't give me an option to
add a text message letting you know I'm from the Flying Hams List.....

Scott L.

On 9-13-2010 01:39, The Danimal wrote:
> Daniel Hileman

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

716. Get Together!

Yahoo group: Flying_Hams
Date: 2010-09-25 13:28:10 UTC
From: The Danimal
Topic: 716 Message: 716

Hi,

Anyone in the Dallas area want to have a "Get Together" sometime?? Talk Flying/Ham Radio? Or on a Repeater in the area?

Let me know!

Dan N9WX

717. WTB: 20M Monobander

Yahoo group: Flying_Hams
Date: 2010-09-25 13:15:40 UTC
From: The Danimal
Topic: 717 Message: 717

Hi Everyone,

I am looking for a 3-4 element 20m monoband yagi that I can convert to 17m.

Thanks,
Daniel N9WX

718. Might be interesting aviation show

Yahoo group: Flying_Hams
Date: 2010-10-24 00:42:03 UTC
From: Scott
Topic: 718 Message: 718

http://www.theaviators.tv/TheAviators.TV_-_TV_Show.html

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

719. Re: [Flying_Hams] Might be interesting aviation show

Yahoo group: Flying_Hams
Date: 2010-10-24 13:49:27 UTC
From: rickhampton@comcast.net
Topic: 718 Message: 719

Thanks for the heads-up, Scott.

It turns out my local PBS station in NH (state network actually) has an episode airing tonight. I'll check it out.

It does beg one question though. Have any of the big acronym organizations (AOPA, EAA, etc.) been talking about this? With the push to make aviation mainstream and increase support, one would think this could be an important tool for the purpose.

73,

Rick
----- Original Message -----
From: Scott <acepilot@...>

Subject: [Flying_Hams] Might be interesting aviation show

http://www.theaviators.tv/TheAviators.TV_-_TV_Show.html

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

720. Re: [Flying_Hams] Might be interesting aviation show

Yahoo group: Flying_Hams
Date: 2010-10-24 14:10:16 UTC
From: Scott
Topic: 718 Message: 720

Yes, do report back here! I do NOT have a local PBS station airing it :(The closest would be Fargo, ND and that's about 250 nm away...not very likely I would receive it ;)

Scott

On 10-24-2010 13:49, rickhampton@... wrote:
>
> Thanks for the heads-up, Scott.
>
> It turns out my local PBS station in NH (state network actually) has
> an episode airing tonight. I'll check it out.
>
> It does beg one question though. Have any of the big acronym
> organizations (AOPA, EAA, etc.) been talking about this? With the push
> to make aviation mainstream and increase support, one would think this
> could be an important tool for the purpose.
>
> 73,
>
> Rick
> ----- Original Message -----
> From: Scott <acepilot@... <mailto:acepilot%40bloomer.net>>
>
> Subject: [Flying_Hams] Might be interesting aviation show
>
> http://www.theaviators.tv/TheAviators.TV_-_TV_Show.html
>
> --
> Scott
> http://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

721. Re: [Flying_Hams] Might be interesting aviation show

Yahoo group: Flying_Hams
Date: 2010-10-24 15:27:05 UTC
From: rickhampton@comcast.net
Topic: 718 Message: 721

I was just looking around their website and it appears the first four episodes are available to view on their site. :)

Just watched the trailer and it looks pretty good. Have a bunch of work to do the rest of the day, so I don't know if I'll get to watch any of the episodes today.

Rick
----- Original Message -----
From: Scott <acepilot@...>
To: Flying Hams <Flying_Hams@yahoogroups.com>
Sent: Sun, 24 Oct 2010 14:10:16 -0000 (UTC)
Subject: Re: [Flying_Hams] Might be interesting aviation show

Yes, do report back here! I do NOT have a local PBS station airing it :(The closest would be Fargo, ND and that's about 250 nm away...not very likely I would receive it ;)

Scott

On 10-24-2010 13:49, rickhampton@... wrote:
>
> Thanks for the heads-up, Scott.
>
> It turns out my local PBS station in NH (state network actually) has
> an episode airing tonight. I'll check it out.
>
> It does beg one question though. Have any of the big acronym
> organizations (AOPA, EAA, etc.) been talking about this? With the push
> to make aviation mainstream and increase support, one would think this
> could be an important tool for the purpose.
>
> 73,
>
> Rick
> ----- Original Message -----
> From: Scott <acepilot@... <mailto:acepilot%40bloomer.net>>
>
> Subject: [Flying_Hams] Might be interesting aviation show
>
> http://www.theaviators.tv/TheAviators.TV_-_TV_Show.html
>
> --
> Scott
> http://corbenflyer.tripod.com/
> Flying Corben Junior Ace - Building RV-4
> Gotta Fly or Gonna Die

>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

722. 902 MHz Amp For Sale

Yahoo group: Flying_Hams
Date: 2010-10-29 22:44:12 UTC
From: Scott
Topic: 722 Message: 722

I'm upgrading to 300W, so I have my lower powered amp for sale...

http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=160499820161#shId

--
Scott

N0EDV

http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

723. Fwd: Great Pics Taken From a Piper Cub

Yahoo group: Flying_Hams
Date: 2010-11-08 23:42:50 UTC
From: Scott
Topic: 723 Message: 723

-------- Original Message --------
Subject: Great Pics Taken From a Piper Cub
Date: Mon, 8 Nov 2010 12:22:35 -0600
From: Don Schmelzer <dschmelzer@...>
To: <Undisclosed-Recipient: ;@...>

**

This one will take some time so relax and get ready. It proves (to me, at least,) that, if you want to do a cross-country sight seeing trip, it has to be in a Cub!

What an adventure!

You will enjoy the below series of hundreds of pictures that were taken from a Piper Cub as it flew around the United States, CA to NY and back.

It was a 6,906 mile trip lasting 32 days.

http://www.vintageflying.com/page24.html

724. Re: [Flying_Hams] Fwd: Great Pics Taken From a Piper Cub

Yahoo group: Flying_Hams
Date: 2010-11-09 16:03:12 UTC
From: N9JCQ@aol.com
Topic: 723 Message: 724

Thank you for posting that. I've always dreamed of owning a J3 and doing exactly what this gentleman has done. Low and slow is the way to go.
Joe

-----Original Message-----
From: Scott <acepilot@...>
To: acepilot <acepilot44@...>; Barbara <rooster_55@...>; Billman (Wm Martin) <spamxhere@...>; Bruce & Sandy N. <nelsonbs@...>; DanCharter <dcharter@...>; Doug Tyson <k7wbc@...>; Doug Wood USAF <vermontcritter.1@...>; flyingcfp@...; Guy <wb5uaa@...>; Harold Wighton <littlemulligan@...>; Joe Belany <joeb116@...>; Joe Eide <jbeide@...>; John Durborow <jdurb@...>; Ken D Graves <kdg@...>; N9QWH <n9qwh@...>; Richard Penney <penny-r@sbcglobal.net>; Susan Littfin <tnslittfin@...>; wdebjm@... <wdebjm@...>; Flying_Hams@yahoogroups.com
Sent: Mon, Nov 8, 2010 5:42 pm
Subject: [Flying_Hams] Fwd: Great Pics Taken From a Piper Cub

-------- Original Message --------

Subject:

Great Pics Taken From a Piper Cub

Date:

Mon, 8 Nov 2010 12:22:35 -0600

From:

Don Schmelzer <dschmelzer@...>

To:

<Undisclosed-Recipient: ;@...>

This one will take some time so relax and get ready. It proves (to me, at least,) that, if you want to do a cross-country sight seeing trip, it has to be in a Cub!

What an adventure!

You will enjoy the below series of hundreds of pictures that were taken from a Piper Cub as it flew around the United States, CA to NY and back.

It was a 6,906 mile trip lasting 32 days.

http://www.vintageflying.com/page24.html

725. Re: [Flying_Hams] Fwd: Great Pics Taken From a Piper Cub

Yahoo group: Flying_Hams
Date: 2010-11-09 23:49:37 UTC
From: Scott
Topic: 723 Message: 725

Without a doubt! Back in 1994, I took my old Aeronca Super Chief from
NW Wisconsin to the Baltimore area and back (~30 hours). Fun trip!
I've had 2 long trips with my Corben...the first when I bought it in
Columbus, Ohio and brought it back to WI and once when I took it from WI
to Lake of the Ozarks and back. Very memorable times. A friend of mine
wants to take a summer trip from the start of the Mississippi River in
MN down to the end at New Orleans and back. That would be a gas ;)

If you want to read the article I wrote about the trip with my Chief...
http://www.studentpilot.com/articles/aviation_articles/article.php?aviation_id=36

Ace

On 11-9-2010 16:03, N9JCQ@... wrote:
>
> Thank you for posting that. I've always dreamed of owning a J3 and
> doing exactly what this gentleman has done. Low and slow is the way
> to go.
> Joe
>
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

726. Re: Fwd: Great Pics Taken From a Piper Cub

Yahoo group: Flying_Hams
Date: 2010-11-17 00:29:05 UTC
From: xkiloecho
Topic: 723 Message: 726

That was a wonderful trip, Scott. I really enjoyed the scenes and the humor. Would you mind if I posted it on the QRZ aviator's forum (FAA certificated Airmen)?

QRZ (FAA Airmen) <http://forums.qrz.com/group.php?groupid=103>

That's too good not to share with the others!

Johnny

--- In Flying_Hams@yahoogroups.com, Scott <acepilot@...> wrote:
>
>
>
> -------- Original Message --------
> Subject: Great Pics Taken From a Piper Cub
> Date: Mon, 8 Nov 2010 12:22:35 -0600
> From: Don Schmelzer dschmelzer@...
> To: <Undisclosed-Recipient: ;@...>
>
>
>
> **
>
> This one will take some time so relax and get ready. It proves (to me,
> at least,) that, if you want to do a cross-country sight seeing trip,
it
> has to be in a Cub!
>
> What an adventure!
>
> You will enjoy the below series of hundreds of pictures that were
taken
> from a Piper Cub as it flew around the United States, CA to NY and
back.
>
> It was a 6,906 mile trip lasting 32 days.
>
>
> **http://www.vintageflying.com/page24.html**
>

727. Re: [Flying_Hams] Re: Fwd: Great Pics Taken From a Piper Cub

Yahoo group: Flying_Hams
Date: 2010-11-17 04:03:42 UTC
From: Scott
Topic: 723 Message: 727

They are not my photos...I just passed the link along to the list.
Perhaps the owner of the pictures would grant permission...it's probably
OK to post the *link* rather than copy the photos and posting them
yourself to QRZ.

Scott

On 11-17-2010 00:29, xkiloecho wrote:
>
> That was a wonderful trip, Scott. I really enjoyed the scenes and the
> humor. Would you mind if I posted it on the QRZ aviator's forum (FAA
> certificated Airmen)?
>
> QRZ (FAA Airmen) <http://forums.qrz.com/group.php?groupid=103>
>
> That's too good not to share with the others!
>
> Johnny
>
>
>
> >
> >
> > **http://www.vintageflying.com/page24.html**
> >
>
>

--
Scott
http://corbenflyer.tripod.com/
Flying Corben Junior Ace - Building RV-4
Gotta Fly or Gonna Die

728. Fwd: Fw: Fwd: Oshkosh--2010

Yahoo group: Flying_Hams
Date: 2010-12-05 12:44:36 UTC
From: Scott
Topic: 728 Message: 728

Boys and their toys

Cool video!

*.**Subject:*Oshkosh--2010

http://marcbrecy.perso.neuf.fr/Oshkosh.html

729. This looks like my kind of gig!

Yahoo group: Flying_Hams
Date: 2010-12-08 01:20:27 UTC
From: Scott
Topic: 729 Message: 729
Attachments: 1 described; binary payloads are missing from this source WARC

http://www.youtube.com/watch?v=76aH_04T7cc

--

730. Re: [Flying_Hams] This looks like my kind of gig!

Yahoo group: Flying_Hams
Date: 2010-12-08 16:04:47 UTC
From: Nik Read
Topic: 729 Message: 730
Attachments: 1 described; binary payloads are missing from this source WARC

Hi Scott,

Brilliant, that's the way to do things!

Happy flying all...

Nik
M5DND

-------Original Message-------

From: Scott
Date: 08/12/2010 15:53:45
To: acepilot; Bill Woods - Ace Aircraft; Billman (Wm Martin); Bruce &
Sandy N.; CorbenAces@yahoogroups.com; Dan Charter; Don Schmelzer; Doug
Wood USAF; flyingcfp@...; Guy; Harold Wighton; Joe Belany; Joe Eide
John Durborow; Ken D Graves; N9QWH; ParasolAirplanes@yahoogroups.com;
Richard Penney; Susan Littfin; wdebjm@...; WI Hams Email List;
Flying_Hams@yahoogroups.com
Subject: [Flying_Hams] This looks like my kind of gig!

http://www.youtube.com/watch?v=76aH_04T7cc

--

731. Re: [Flying_Hams] This looks like my kind of gig!

Yahoo group: Flying_Hams
Date: 2010-12-08 16:10:31 UTC
From: Dean Herrington
Topic: 729 Message: 731
Attachments: 1 described; binary payloads are missing from this source WARC

12/8/10 Wednesday morning

Scott:

Great link! I've already shared it widely.

Mucho thanko,

Dean Herrington

The Herrington Group, Inc.
4603 Visconti Way, Suite 200
Las Vegas, Nevada USA 89141

Phone: (702) 492-6962
Cell: (702) 769-9754
Email: Herringtons@...
Website: www.TheHerringtonGroup.com

"Learning is superior to beauty; Learning is better than hidden treasure; Learning is a companion on a long journey to a strange country; Learning is strength inexhaustible." The Hitopadesa (c. 500 A.D.)

"Extremism in defense of liberty is no vice. Tolerance in the face of tyranny is no virtue." Attributed to Barry Goldwater

----- Original Message -----
From: Scott
To: acepilot ; Bill Woods - Ace Aircraft ; Billman (Wm Martin) ; Bruce & Sandy N. ; CorbenAces@yahoogroups.com ; Dan Charter ; Don Schmelzer ; Doug Wood USAF ; flyingcfp@... ; Guy ; Harold Wighton ; Joe Belany ; Joe Eide ; John Durborow ; Ken D Graves ; N9QWH ; ParasolAirplanes@yahoogroups.com ; Richard Penney ; Susan Littfin ; wdebjm@insightbb.com ; WI Hams Email List ; Flying_Hams@yahoogroups.com
Sent: Tuesday, December 07, 2010 5:20 PM
Subject: [Flying_Hams] This looks like my kind of gig!

http://www.youtube.com/watch?v=76aH_04T7cc

--

732. Blizzard Videos- Bloomer, WI

Yahoo group: Flying_Hams
Date: 2010-12-13 12:34:34 UTC
From: Scott
Topic: 732 Message: 732
Attachments: 1 described; binary payloads are missing from this source WARC

Here's what it looks like in EN45fa today...blizzard of December 11, 2010 left us with about 20-24 inches (a bit more than half a meter) of snow in a 24 hour period. Weather service says that's the most we've gotten in a 24 hour period in over 100 years. It sure will make 10 GHz portable operations a bit tricky for a while ;)

http://www.youtube.com/watch?v=TFKar83gtbE

and

http://www.youtube.com/watch?v=5JxMAq00ogY

73,
N0EDV

--

733. Seaplanes of Lake Union

Yahoo group: Flying_Hams
Date: 2010-12-18 19:49:58 UTC
From: xkiloecho
Topic: 733 Message: 733

This is a very interesting historical documentary on the evolution of the seaplane industry as it is linked to Boeing. After watching it, I wanted to go there. "Dear Santa.... " [:D]

http://www.lakeunionhistory.org/museum/Seaplane_Intro.html

<http://www.lakeunionhistory.org/museum/Seaplane_Intro.html>

734. Re: [Flying_Hams] Seaplanes of Lake Union

Yahoo group: Flying_Hams
Date: 2010-12-22 15:25:21 UTC
From: Steve
Topic: 733 Message: 734

Thanks for posting this - very interesting and enjoyed it!

Thanks,
Steve Wedell
760 787-9839

Sent from my iPad

On Dec 18, 2010, at 11:49, "xkiloecho" <xkecho@...> wrote:

> This is a very interesting historical documentary on the evolution of the seaplane industry as it is linked to Boeing. After watching it, I wanted to go there. "Dear Santa.... "
>
> http://www.lakeunionhistory.org/museum/Seaplane_Intro.html
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735. 92 Pound People in the Useful Load?

Yahoo group: Flying_Hams
Date: 2010-12-22 15:22:11 UTC
From: xkiloecho
Topic: 735 Message: 735

I recently heard some discussion concerning the HA-420 HondaJet light business jet and became curious about it. A Google search came up with the data:

HA-420 HondaJet

General characteristics

* Crew: 1-2 crew members
* Capacity: 5 passengers (6 Passengers for AirTaxi)
* Length: 41.70 ft (12.71 m)
* Wingspan: 39.87 ft (12.15 m)
* Height: 13.21 ft (4.03 m)
* Useful load: 644lbs ()
* Max takeoff weight: 4,173 kg (9,200 lb)
* Powerplant: 2× GE Honda HF120 turbofan engines, 1,880lbf each (Bypass Ratio= 2.9) (8.04kN) each

<http://www.typerhonda.com/images/hondajet_ha-420.jpg>

Tell me what it is that I'm missing here! We have 7 people on board and we have a useful load of 644 LBS! In my book that allows for the people to be 92 LBS each and we still have no fuel. C'mon now... even Japanese people are bigger than that. (?)

736. "How I Learned to Fly" by Orville Wright

Yahoo group: Flying_Hams
Date: 2010-12-24 16:56:19 UTC
From: xkiloecho
Topic: 736 Message: 736

Here's an article in 1953 Boy's Life Magazine on Orville's account of learning to fly. (Page 51)

<http://books.google.com/books?id=hYu1LF9QvlkC&printsec=frontcover&rview\
=1#v=onepage&q&f=false>

http://books.google.com/books?id=hYu1LF9QvlkC&printsec=frontcover&rview=\
1#v=onepage&q&f=false
<http://books.google.com/books?id=hYu1LF9QvlkC&printsec=frontcover&rview\
=1#v=onepage&q&f=false>

Also, there's a radio contest and some neat advertisements. The magazine index has hot links. Merry Christmas to all. Johnny

737. Re: [Flying_Hams] 92 Pound People in the Useful Load?

Yahoo group: Flying_Hams
Date: 2010-12-25 16:12:00 UTC
From: Dan Dawson
Topic: 735 Message: 737

On Dec 22, 2010, at 7:22 AM, xkiloecho wrote:

> I recently heard some discussion concerning the HA-420 HondaJet light business jet and became curious about it.

> Tell me what it is that I'm missing here! We have 7 people on board and we have a useful load of 644 LBS!

Whoever posted that chart of General Characteristics on the page that you copied it from looks like they purposely left off one detail. You can see the original list on the Wikipedia page for the HondaJet, but here is the line that answers your question:

Useful load: 644lbs (full fuel) (292 kg)

Makes a big difference for the number to be with full fuel. One definition of "Useful Load" is "Useful load – Weight of the occupants, baggage, usable fuel, and drainable oil. The difference between maximum and empty weight." so that is measured with full tanks.

So a little more research reveals some different numbers, thought it looks like they're using a different definition for Useful Load:

http://www.aopa.org/pilot/turbinedirectory/aircraft/hondajet.html

Usable fuel: 2,300 lb
Useful load: 3,378 lb
Max payload with full fuel: 1,400 lb

With a VFR Range of 1400nm with full fuel, it's just an exercise of trading fuel/range for passengers and baggage.

And in case you were curious, Santa didn't put one under my tree either :-(

--Dan Dawson, KI6ESH

738. Fwd: [NLRS] Cycle 24 estimate revised...

Yahoo group: Flying_Hams
Date: 2011-01-20 03:35:36 UTC
From: Scott
Topic: 738 Message: 738

Ho hum..... :(

N0EDV

-------- Original Message --------
Subject: [NLRS] Cycle 24 estimate revised...
Date: Wed, 19 Jan 2011 17:08:50 -0600 (CST)
From: Donn <wa2voi@...>
To: NLRS <NLRS@...>

DOWNWARD, again, and peak moved out to Jun/Jul of 2013.

http://solarscience.msfc.nasa.gov/predict.shtml

Prediced max now at SSN of 59. For comparison, Cycle 23 max SSN was 120 in Mar 2000. Cycle 19 max SSN was>200 (!) in Mar of 1958.

73 Donn
WA2VOI/0

_____
NLRS mailing list
Home: http://mailman.qth.net/mailman/listinfo/nlrs
Help: http://mailman.qth.net/mmfaq.htm
Post: mailto:NLRS@...

This list hosted by: http://www.qsl.net
Please help support this email list: http://www.qsl.net/donate.html

739. Nice old radios!

Yahoo group: Flying_Hams
Date: 2011-01-29 19:52:53 UTC
From: Scott
Topic: 739 Message: 739
Attachments: 1 described; binary payloads are missing from this source WARC

http://aafradio.org/flightdeck/b29.htm

--

740. Re: [Flying_Hams] Nice old radios!

Yahoo group: Flying_Hams
Date: 2011-01-29 20:38:22 UTC
From: Nik Read
Topic: 739 Message: 740

Hi Scott,

Very nice, good collection and photos..

Hope all well over there and the flying going ok?

Cheers to all in group,

Nik

M5DND

741. Re: [Flying_Hams] Nice old radios!

Yahoo group: Flying_Hams
Date: 2011-01-29 21:38:11 UTC
From: Scott
Topic: 739 Message: 741
Attachments: 1 described; binary payloads are missing from this source WARC

Well....I have the skis mounted, but I have to get the safety cables made up to fit my Corben. There is a ski plane fly in coming up in about 3 weeks. Guess I better get going on the project!

Scott
N0EDV

On 1-29-2011 20:38, Nik Read wrote:
>
> Hi Scott,
> Very nice, good collection and photos..
> Hope all well over there and the flying going ok?
> Cheers to all in group,
> Nik
> M5DND
>
>
>
>

--

742. Fwd: [THE_SLAMS] massive solar eruption

Yahoo group: Flying_Hams
Date: 2011-02-14 12:12:31 UTC
From: Scott
Topic: 742 Message: 742

-------- Original Message --------
Subject: [THE_SLAMS] massive solar eruption
Date: Sun, 13 Feb 2011 19:25:02 -0800 (PST)
From: Herbert Ullmann <af4jf@...>
Reply-To: THE_SLAMS@yahoogroups.com
To: SLAMS ST_LOUIS <the_slams@yahoogroups.com>

EARTH-DIRECTED SOLAR FLARE: On Feb. 13th at 1738 UT, sunspot 1158 unleashed the strongest solar flare of the year so far, an M6.6-category blast. NASA's Solar Dynamics Observatory recorded an intense flash of extreme ultraviolet radiation, circled below:

The eruption produced a loud blast of radio waves heard in shortwave receivers around the dayside of our planet. In New Mexico, amateur radio astronomer Thomas Ashcraft recorded these sounds at 19 to 21 MHz. "This was some of the strongest radio bursting of the new solar cycle," he says. "What a great solar day."

Preliminary coronagraph data from STEREO-A and SOHO agree that the explosion produced a fast but not particularly bright coronal mass ejection (CME). The cloud will likely hit Earth's magnetic field on or about Feb. 15th. High-latitude sky watchers should be alert for auroras.

The source of this activity, sunspot 1158 is growing rapidly (48 hour movie). The active region is now more than 100,000 km wide with at least a dozen Earth-sized dark cores scattered beneath its unstable magnetic canopy. More Earth-directed eruptions are likely in the hours ahead.

http://www.hamqsl.com/solar.html

73 Herbert
AF4JF

743. Fwd: [TnT] Important Read

Yahoo group: Flying_Hams
Date: 2011-02-18 12:52:42 UTC
From: Scott
Topic: 743 Message: 743

-------- Original Message --------
Subject: [TnT] Important Read
Date: Fri, 18 Feb 2011 04:26:07 -0800 (PST)
From: Budd <n7eoj@...>
Reply-To: 2nT@yahoogroups.com
To: saz_amateur_radio@yahoogroups.com, 222 in Tucson <2nT@yahoogroups.com>

http://www.arrl.org/news/spectrum-management-bill-threatens-amateur-frequencies

[Non-text portions of this message have been removed]

744. Fwd: [THE_SLAMS] Fw: DON'T DEAL WITH KD0GHS

Yahoo group: Flying_Hams
Date: 2011-03-14 10:40:38 UTC
From: Scott
Topic: 744 Message: 744

Just passing this along...I have no affiliation with either person...

PLEASE PASS THIS ALONG .

This is a warning to my fellow hams .
Do not deal with Donald A Blair kd0ghs of Armstrong Mo
., he is bad news .
I have been buying used gear since 1979 , and almost all
from the internet on QTH.COM , and have never had a
problem til I dealt with Donald A Blair kd0ghs in
Armstrong Mo .
Don had an amp listed for sale on QTH.COM , it was an
amertron ALS-500M , he said it had just came back from
Ameritron and had new finals installed , I called him
and asked him more about the amp , he told me it had
some scratches on the face but it worked great we agreed
to trade even up for my IC 706 rig .
I shipped the radio to him the same day we made the deal
, he waited a couple of weeks before he sent me the amp
, when it arrived I noticed the numbers on the band
switch were completely worn away , and could not be
read, the power leads were short and had pieces of wire
spliced to them , I opened the electrical tape over the
splices, these wires were not soldered, they were
wrapped around each other and would never handle the 80
amp load this amp is rated at .
I connected this amp to my Tentec Orion , (after I made
up some jumpers and soldered them to the leads on the
amp) I disconnected my AL572 amp from the Orion and
connected the ALS 500M to the same cables , this amp was
dead , BAD FINALS , I called Ameritron hoping they would
warrant the repair , they checked the serial number of
the amp and Don's name and call ,there was no record of
him or the amp in their repair log .
Ameritron said by the serial number this was an old amp
and I could not buy a new face plate , it was no longer
available and to have the finals replaced would cost
over 250.00 , so I shipped the amp back to Don Blair ,
I called him and told him it was on it's way back and I
wanted my radio returned to me , he said he had already
sold it , so I told him I wanted him to pay me for the
radio , he said he didn't have any money , I told him he
scammed me and I felt he had committed Mail fraud since
he used the US Mail System , he did pay me part of the
money , that was in December 2010 and I have never

gotten the rest , today is March 13 , 2011 .
I have never heard from him since, this is a good guy to stay away from .
I posted a negative feed back on QTH.COM and SECOND HAND RADIOS.COM , I saw another negative feed back for him on QTH.COM .
My lawyer sent him a letter , and Don has just ignored it since the lawyer or I have never heard back from him , I am going to write the FCC also , this type of person does not belong in the amateur radio society .
Don knows that it would cost me more to go to Mo. for a court room trial than what the radio is worth .
I wrote the ARRL and asked them to publish the letter I wrote them about this guy , I am going to send this to every ham I know and put this info out on every net I check into , pass this along to our fellow amateurs so to protect them from this guy .
I just want you guys out there to beware of this guy and I hope none of you get scammed from him .
Thanks Ken kg9o

745. HF NET?

Yahoo group: Flying_Hams
Date: 2011-03-27 21:58:37 UTC
From: Daniel Hileman
Topic: 22 Message: 745

Hi Guys,

Any interest in an HF net? The Bands are coming back, and I have a decent station now. Wondering if there might be anyone interested in a 20/40m Flying Hams net? Just throwing it out there again.

73,
Daniel N9WX
Check Instructor, US Flight Academy
@ KDTO
Check out: Usflightacademy.com

746. We now have a Facebook Group!

Yahoo group: Flying_Hams
Date: 2011-03-28 20:19:24 UTC
From: Daniel Hileman
Topic: 22 Message: 746

We now have a Facebook group...go and search for Flying Hams on Facebook! You're cleared direct to Facebook! "Direct, Enter, Enter!" Go JOIN!

Dan N9WX

To: flying_hams@yahoogroups.com
From: n9wx@...
Date: Sun, 27 Mar 2011 21:58:37 +0000
Subject: [Flying_Hams] HF NET?

Hi Guys,

Any interest in an HF net? The Bands are coming back, and I have a decent station now. Wondering if there might be anyone interested in a 20/40m Flying Hams net? Just throwing it out there again.

73,
Daniel N9WX
Check Instructor, US Flight Academy
@ KDTO
Check out: Usflightacademy.com

747. Re: [Flying_Hams] We now have a Facebook Group!

Yahoo group: Flying_Hams
Date: 2011-03-29 01:05:38 UTC
From: kk6mm@aol.com
Topic: 22 Message: 747

Hi Daniel-

I'm still a novice at FB, but I searched for Flying Hams and couldn't find the group. Am I missing something?

Jim Bremer
KK6MM

In a message dated 3/28/2011 1:20:00 P.M. Pacific Daylight Time, n9wx@hotmail.com writes:

We now have a Facebook group...go and search for Flying Hams on Facebook! You're cleared direct to Facebook! "Direct, Enter, Enter!" Go JOIN!

Dan N9WX

To: flying_hams@yahoogroups.com
From: n9wx@...
Date: Sun, 27 Mar 2011 21:58:37 +0000
Subject: [Flying_Hams] HF NET?

Hi Guys,

Any interest in an HF net? The Bands are coming back, and I have a decent station now. Wondering if there might be anyone interested in a 20/40m Flying Hams net? Just throwing it out there again.

73,
Daniel N9WX
Check Instructor, US Flight Academy
@ KDTO
Check out: Usflightacademy.com

748. Re: [Flying_Hams] We now have a Facebook Group!

Yahoo group: Flying_Hams
Date: 2011-03-30 03:12:59 UTC
From: Steve
Topic: 22 Message: 748

I couldn't find it either. And very much appreciate your effort, Daniel in setting it up.

Thanks,
Steve Wedell
KI6NJT

Sent from my iPad

On Mar 28, 2011, at 18:05, kk6mm@... wrote:

> Hi Daniel-
>
> I'm still a novice at FB, but I searched for Flying Hams and couldn't find the group. Am I missing something?
>
> Jim Bremer
> KK6MM
>
> In a message dated 3/28/2011 1:20:00 P.M. Pacific Daylight Time, n9wx@... writes:
>
> We now have a Facebook group...go and search for Flying Hams on Facebook! You're cleared direct to Facebook! "Direct, Enter, Enter!" Go JOIN!
>
> Dan N9WX
>
>
> To: flying_hams@yahoogroups.com
> From: n9wx@...
> Date: Sun, 27 Mar 2011 21:58:37 +0000
> Subject: [Flying_Hams] HF NET?
>
>
> Hi Guys,
>
> Any interest in an HF net? The Bands are coming back, and I have a decent station now. Wondering if there might be anyone interested in a 20/40m Flying Hams net? Just throwing it out there again.
>
> 73,
> Daniel N9WX
> Check Instructor, US Flight Academy
> @ KDTO
> Check out: Usflightacademy.com
>
>

749. RE: [Flying_Hams] We now have a Facebook Group!

Yahoo group: Flying_Hams
Date: 2011-04-04 14:09:59 UTC
From: Daniel Hileman
Topic: 22 Message: 749

Hi Jim...try this: http://www.facebook.com/home.php?sk=group_150317821699759

Thanks and 73,
Dan

To: Flying_Hams@yahoogroups.com
From: kk6mm@aol.com
Date: Mon, 28 Mar 2011 21:05:38 -0400
Subject: Re: [Flying_Hams] We now have a Facebook Group!

Hi Daniel-

I'm still a novice at FB, but I searched for Flying Hams and couldn't find the group. Am I missing something?

Jim Bremer
KK6MM

In a message dated 3/28/2011 1:20:00 P.M. Pacific Daylight Time, n9wx@... writes:

We now have a Facebook group...go and search for Flying Hams on Facebook! You're cleared direct to Facebook! "Direct, Enter, Enter!" Go JOIN!

Dan N9WX

To: flying_hams@yahoogroups.com
From: n9wx@...
Date: Sun, 27 Mar 2011 21:58:37 +0000
Subject: [Flying_Hams] HF NET?

Hi Guys,

Any interest in an HF net? The Bands are coming back, and I have a decent station now. Wondering if there might be anyone interested in a 20/40m Flying Hams net? Just throwing it out there again.

73,
Daniel N9WX
Check Instructor, US Flight Academy
@ KDTO
Check out: Usflightacademy.com

750. Re: [Flying_Hams] We now have a Facebook Group!

Yahoo group: Flying_Hams
Date: 2011-04-05 03:52:47 UTC
From: kk6mm@aol.com
Topic: 22 Message: 750

Thanks Dan-
It took me right to the group.
Jim KK6MM

751. Fwd: [CentralWisconsinLiteFlyers] Stolen Quicksilver

Yahoo group: Flying_Hams
Date: 2011-06-04 17:23:13 UTC
From: Scott
Topic: 751 Message: 751

-------- Original Message --------
Subject: [CentralWisconsinLiteFlyers] Stolen Quicksilver
Date: Sat, 04 Jun 2011 16:47:09 -0000
From: keyesmp <keyesmp@...>
Reply-To: CentralWisconsinLiteFlyers@yahoogroups.com
To: CentralWisconsinLiteFlyers@yahoogroups.com

Hello all,

Please be on the lookout for a stolen Quicksilver Sport 11, N582VB, taken some time last week from the Sextonville Airport, Richland Center, WI. In addition, they took the Rotax 503 engine from my aircraft. If you have any information, pleas contact the FAA and the Richland County Sheriff's Department 608-647-8906.

Sincerely,

Matt Keyes

http://www.nbc15.com/home/headlines/Your_Story__123056908.html

http://www.n582vb.com/582vb-memories/

752. Yahoo List for 902 MHz and up

Yahoo group: Flying_Hams
Date: 2011-06-04 16:01:18 UTC
From: Scott
Topic: 752 Message: 752
Attachments: 1 described; binary payloads are missing from this source WARC

I've had my email list running for a while, but haven't done much to get the word out, so I thought I would let others know about it...the charter of the group is

"Collection point for data on microwave gear such as modification, documentation of commercial surplus parts, homebrew gear, radio modifications for use with microwave gear, microwave radio gear for sale, etc. Basically, any data on anything related to microwave (900 MHz and up) operation."

I am hoping there will be a steady supply of gear for sale (I myself plan to list microwave gear for sale!), so if you are not interested in seeing items for sale, the group may not be for you...just throwing it out for you to check out!

http://groups.yahoo.com/group/AmateurRadioMicrowaves/join

--

753. Ham Nation with Bob Heil!

Yahoo group: Flying_Hams
Date: 2011-06-17 16:38:27 UTC
From: Daniel Hileman
Topic: 753 Message: 753

Hi Everyone,

I have been watching the Ham nation show with Bob Heil and Gordon West at www.twit.tv/hn (It's free to watch!) I just received an email from Gordon and Bob asking to spread the word about the show....so go check it out!!!!! It's an awesome way to get people interested in the hobby, and to show off our wonderful hobby! Even had a little Rock-N-Roll on there! Joe Walsh WB6ACU from "the Eagles," and Larry Jundstrom K4EB from "38 Special" have been guests! Go check it out, and tell your friends!!! Also, they are looking for ideas for shows, so maybe a little Flying and Ham radio!

73,
Dan N9WX

754. Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-21 07:08:05 UTC
From: ars.w6rgs
Topic: 754 Message: 754

Has anyone in the group installed a mobile transceiver in their plane? I want to install an FT-7900 in a Cherokee. No problems with the location of the transceiver or the control head, using a separation kit. Main issue is matching the ham gear's audio impedances with the aircraft stuff. If anyone has already done this, I'd like to find out what you did and see if my ideas are workable.

73 Bill

755. Re: Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-21 15:18:29 UTC
From: xkiloecho
Topic: 754 Message: 755

Bill, all I can offer is my personal opinion and I can think of more reasons NOT to install it than to DO it.

1) Avionics can be finicky about the proximity of other electronics and the layout of an aircraft panel has (hopefully) taken all that into account.

2) Anytime you add anything to the aircraft a new weight and balance needs to be completed and signed off for the airworthiness certificate to remain valid.

3) When you sell the aircraft the new owner will probably have to UN-do all that was done to install the ham transceiver in the first place.

4) A handi-talkie emitting 1 Watt would probably be sufficient to hit most repeaters along the way, given the height AGL of your antenna. If you inadvertently transmitted 60 Watts from your mobile installation there's a real potential for the RF to compromise your other communication and NAV equipment to create unnecessary points of failure.

5) I would also consider that extra mic hanging in the cockpit as another potential hazard. Not good to be talking to Ground Control about your clearance on the wrong microphone. (We've all jabbered away on the wrong mic in the shack... but the consequences were just an embarrassment.)

Old Stinson Pilot, Johnny / W4XKE

--- In Flying_Hams@yahoogroups.com, "ars.w6rgs" <w6rgs@...> wrote:
>
> Has anyone in the group installed a mobile transceiver in their plane? I want to install an FT-7900 in a Cherokee. No problems with the location of the transceiver or the control head, using a separation kit. Main issue is matching the ham gear's audio impedances with the aircraft stuff. If anyone has already done this, I'd like to find out what you did and see if my ideas are workable.
>
> 73 Bill
>

756. Re: Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-21 18:09:26 UTC
From: djholman@rocketmail.com
Topic: 754 Message: 756

Hi Bill,
I've done a little work with an FT-857 in my (Grumman) AA-1 Yankee. My strategy is to make it a very temporary instillation with no modifications to the airplane.

Installation: The rig is in an old hard-sided laptop case in the passenger seat. The lap belt can be used to keep the case in place (not as effective when the case is open for use).

Power: The case includes two 7.5 amp hour sealed lead-acid cells for power independent of the plane. I have a car to car battery charger that plugs into the airplane cigarette lighter and the battery pack. The current draw is regulated. I disconnect the radio when charging this way.

(I've not used the charger this way for the 7.5 amp hour batteries, but during the recent ARRL June VHF contest, I charged a car battery from the airplane when flying between airports in different grids.)

Audio: I connect the headphone output to the music input on the plane's intercom. Works like a charm, and the intercom will mute the ham radio audio whenever anything comes in from the COM radio.

Mic: I believe aircraft radios and audio panels are designed for carbon mics. If so, there is a voltage across the mic circuit and a very different impedance than used by ham radios. An adapter would be necessary, and you would have to find a way to tap into the audio panel. My solution? Simply use the hand mic for the ham radio. I never use a hand mic in the plane--instead I have a PTT switch on the yoke and a boom mike on the headset. By using the hand mic for ham radio, I think it is unlikely I'd ever get confused and do ham stuff on an aircraft frequency and vice versa.

(Well...I might mix up terminology and say QSL to ATC when I should say "wilco" or "Roger"...but that is always there with or without the Yaesu in the plane.)

Antenna: I have an unused COM antenna that gives me a remarkably low SWR on both 2 meters and 70 cm. For HF, I recently built a "hub" that connects together two Hustler 20 meter resonators to form a dipole. It fits in the cabin, and with the AA1's bubble canopy, I might even get a signal out. I intend to test it out sometime this week and, if successful, put it to work during Field Day....

Darryl
WW7D
N6237L

--- In Flying_Hams@yahoogroups.com, "ars.w6rgs" <w6rgs@...> wrote:
>
> Has anyone in the group installed a mobile transceiver in their plane? I want to install an FT-7900 in a Cherokee. No problems with the location of the transceiver or the control head, using a separation kit. Main issue is matching the ham gear's audio impedances with

the aircraft stuff. If anyone has already done this, I'd like to find out what you did and see if my ideas are workable.
>
> 73 Bill
>

757. Re: [Flying_Hams] Re: Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-21 19:21:43 UTC
From: William Pasternak
Topic: 754 Message: 757

Back in the 1960's my buddy installed a Gonset G-76 100 watt AM transceiver and its external power supply in his Aerocommander 560 (N-2718B) with no adverse results. As it was used only on 6 meters while in the air, he had an A&P convert an existing HF comm antenna to 50 MHz by installing an insulator some 56" from the feedthrough making it in essence a quarter wave whip. Not sure how it was powered but I think it was a 28 volt to 12 volt converter.

Worked flawlessly and we all spent many happy hours making contacts from on-high. We also discovered a Northeast to central USA duct that started around 8200' msl. While stations on the ground could hear one another over -- say a 75 mile path (this was AM in the 1960's) we could work Illinois, Kansas, etc. anytime we went past 8200 feet. In fact, thats how I met ham radio's "Mr. Audio" -- Bob Heil K9EID. He was at home in Marissa Illinois and we heard him and responded from over northern New Jersey. That had to have been in the fall or winter of 1968 or there-abouts and we have been friends ever since.

We also operated the 1969 ARRL VHF contest from the Commander and racked up an amazing score for single band operation. Alas we were disqualified because the ARRL had no category for aero-mobile and we were covering more than one ARRL Section as we spent the day flying up and down -- and up and down -- the Delaware river. (In my opinion we were likely disqualified more because of the acronym we used for our groups name than any non-existant ARRL contest rule. We were the "Flying Amateur Radio Team.")

de
Bill Pasternak, WA6ITF

At 08:18 AM 6/21/2011, you wrote:
>
>
>Bill, all I can offer is my personal opinion and
>I can think of more reasons NOT to install it than to DO it.
>
>1) Avionics can be finicky about the proximity

>of other electronics and the layout of an
>aircraft panel has (hopefully) taken all that into account.
>
>2) Anytime you add anything to the aircraft a
>new weight and balance needs to be completed and
>signed off for the airworthiness certificate to remain valid.
>
>3) When you sell the aircraft the new owner will
>probably have to UN-do all that was done to
>install the ham transceiver in the first place.
>
>4) A handi-talkie emitting 1 Watt would probably
>be sufficient to hit most repeaters along the
>way, given the height AGL of your antenna. If
>you inadvertently transmitted 60 Watts from your
>mobile installation there's a real potential for
>the RF to compromise your other communication
>and NAV equipment to create unnecessary points of failure.
>
>5) I would also consider that extra mic hanging
>in the cockpit as another potential hazard. Not
>good to be talking to Ground Control about your
>clearance on the wrong microphone. (We've all
>jabbered away on the wrong mic in the shack...
>but the consequences were just an embarrassment.)
>
>Old Stinson Pilot, Johnny / W4XKE
>
>--- In
><mailto:Flying_Hams%40yahoogroups.com>Flying_Hams@yahoogroups.com,
>"ars.w6rgs" <w6rgs@...> wrote:
> >
> > Has anyone in the group installed a mobile
> transceiver in their plane? I want to install
> an FT-7900 in a Cherokee. No problems with the
> location of the transceiver or the control
> head, using a separation kit. Main issue is
> matching the ham gear's audio impedances with
> the aircraft stuff. If anyone has already done
> this, I'd like to find out what you did and see if my ideas are workable.
> >
> > 73 Bill
> >
>
>

758. Re: Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-21 20:59:35 UTC
From: Bill Johnson
Topic: 754 Message: 758

There is a handy little Hints & Kinks article in April 2010 QST that discusses adapting aircraft headsets to ham radios. Gives some info on impedances and voltages.

759. Re: Ham transceiver installation in aircraft

Yahoo group: Flying_Hams
Date: 2011-06-22 15:13:34 UTC
From: F1MHV
Topic: 754 Message: 759

To follow-up with Bill's question about audio adaptation, i used in the 90's an icom's adapter (i still have-it somewhere stored in one of those boxes full of stuff and cables..), to match david clark headset with electret mic and an Icom IC-A20. I did some test with this icom adapter and IC-02E and it worked like a charm, noise cancellation was perfect. Later on, i used-it again while doing some arial work with single engine aircraft and IC-H16 & IC-U16 with same good results. I used as well a SONY RK-G205S impedance adapter cable to inject audio output (icom headset output) into an available mic socket and enjoyed clear audio from king KMA24 intercom. On such intercom, if COM2 or EXT are unused, it might not be difficult to wire them: for instance http://www.csobeech.com/files/KMA-24Install.pdf
, page 13...

Good luck and i hope we will make QSO when i am operating DF1CHB/AM...

73 Cyril

760. For Sale

Yahoo group: Flying_Hams
Date: 2011-06-28 04:31:04 UTC
From: Scott
Topic: 760 Message: 760
Attachments: 1 described; binary payloads are missing from this source WARC

Brand new DEMI 2304 transverter. 1-10W in @ 144, 1W out @ 2304.
Contact me off list or visit my ham page at site below.

N0EDV

acepilot@...

--

761. 2304 Transverter (DEMI) For Sale, 1W Output

Yahoo group: Flying_Hams
Date: 2011-06-28 01:42:39 UTC
From: Scott
Topic: 761 Message: 761
Attachments: 1 described; binary payloads are missing from this source WARC

I just built and tested a DEMI 2304-144 transverter and it is now for sale. Set up for 9.3W in at 144 MHz and gives 1.00W at 2304. The receive sensitivity is good, with my 2304 MHz signal at -85 dBm giving S8 to S9 on my FT-857 IF radio. Unit is built with common IF in/out, split TX/RX at 2304 and requires a 10 MHz source for the synthesized L.O. Switch is installed for dual frequency operation, but is not wired. By wiring this switch, you can select between 2304 and one other frequency - 2320 or 2424 MHz (NOTE: 2320 is *NOT *an authorized TX frequency in the USA, but 2424 is). No T/R relay included, but unit is built to work with standard 24V SMA relays. Photos of transverter on the ham radio page at my website below. Unit has been tested at 2304 MHz only.

Price: $495.00. Save yourself 5 bucks and *18 weeks of your life* (DEMI's quoted lead time). $15 shipping to CONUS, $25 shipping to Alaska or Hawaii. No International shipping, sorry (too much money and too much friggin' paperwork!

N0EDV

--

762. A flying adventure during the CQ WW VHF contest

Yahoo group: Flying_Hams
Date: 2011-07-19 07:07:58 UTC
From: djholman@rocketmail.com
Topic: 762 Message: 762

Last weekend I had a blast activating eight grids--six by flying there--during the CQ WW VHF contest.

I though I would share some photos and a description of the effort:
http://djholman.csde.washington.edu/ww7d/CQWWVHFContest2011/

Best,
Darryl, WW7D
AA-1 N6237L

763. DEMI 2304 MHz Transverter For Sale

Yahoo group: Flying_Hams
Date: 2011-07-20 10:42:29 UTC
From: Scott
Topic: 763 Message: 763
Attachments: 1 described; binary payloads are missing from this source WARC

Need to move this out to finance another project...

DEMI 2304-144 transverter. 1-10W in @ 144, 1W out at 2304. Presently set for 9.3W in to give 1.00W out at 2304. Common I.F. Split TX/RX @ 2304. Needs 10 MHz signal for synthesized local oscillator board. See my ham radio page at http://corbenflyer.tripod.com/ for more info. $495 shipped. No International, sorry.

Buy it now and you can be on a new band for the ARRL August UHF contest!

N0EDV
--

764. Fwd: Want to be a Bush Pilot??

Yahoo group: Flying_Hams
Date: 2011-08-17 22:02:41 UTC
From: Scott
Topic: 764 Message: 764

The length of a Cub is 27' 7". Note the landing distance for several of these guys is less than the length of a Cub. How long is your driveway?..
http://freedom4um.com/cgi-bin/readart.cgi?ArtNum=133255
Good Stick work...This demonstrates what how great bush pilots have to be. They would make great carrier guys.

765. Fwd: Fwd: Boeing Wing Test

Yahoo group: Flying_Hams
Date: 2011-09-04 14:55:16 UTC
From: Scott
Topic: 765 Message: 765

All,

Rockwell Collins has a significant amount of the avionics on the Boeing 787 and we have been working on the design and certification for over 8 years. As an FAA Designated Engineering Representative (DER) here at Rockwell Collins, I have reviewed and approved the displays systems, heads up displays, traffic and collision avoidance system (TCAS), air traffic control transponder, weather radar, VHF, SATCOM, and HF communications systems, GPS navigation, and the instrument landing system (ILS). This has been a big program for both Boeing and Rockwell.

So now you know part of what I have been doing for the last 8 years. I still support all the Airbus programs from Melbourne and all the legacy communications, navigation and surveillance products produced and supported from our Melbourne location.

Dave

****
****

Subject: Boeing 787 'composite wing' test, this video takes a little while to loads so be patient.

* This is a recent wing strength test video on the new Boeing 787 which has a ‘composite wing’ versus an ‘all metal wing’. This particular wing test was taken to 50% beyond the design limit of the 787 wing without a structural failure -which is quite an accomplishment. Still makes a pilot cringe to see a wing bent this much even if it is a controlled test. Should be an amazing aircraft for the airlines.*
**
http://787flighttest.com/hanger/wp-content/plugins/flash-video-player/mediaplayer/player.swf?streamer=rtmp://cp81820.edgefcs.net/ondemand/tpn/firstflight/&file=TestLog4.flv
<http://787flighttest.com/hanger/wp-content/plugins/flash-video-player/mediaplayer/player.swf?streamer=rtmp://cp81820.edgefcs.net/ondemand/tpn/firstflight/&file=TestLog4.flv>

766. Re: [Flying_Hams] Fwd: Fwd: Boeing Wing Test

Yahoo group: Flying_Hams
Date: 2011-09-05 01:48:47 UTC
From: kk6mm@aol.com
Topic: 765 Message: 766

Wow, Dave-
That's really impressive. I didn't expect the amount of flexing even at 100 percent, let alone 150. If I saw my wing even get to the 20 percent mark shown, I'd be freaking out. Congratulations to everyone on the team.
Thanks for sharing the video.
73
Jim KK6MM

In a message dated 9/4/2011 12:28:56 P.M. Pacific Daylight Time, acepilot@... writes:

_____

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Dave

****
****

Subject: Boeing 787 'composite wing' test, this video takes a little while to loads so be patient.

This is a recent wing strength test video on the new Boeing 787 which has a ‘composite wing’ versus an ‘all metal wing’. This particular wing test was taken to 50% beyond the design limit of the 787 wing without a structural failure -which is quite an accomplishment. Still makes a pilot cringe to see a wing bent this much even if it is a controlled test. Should be an amazing aircraft for the airlines.

http://787flighttest.com/hanger/wp-content/plugins/flash-video-player/mediaplayer/player.swf?streamer=rtmp://cp81820.edgefcs.net/ondemand/tpn/firstflight/&file=TestLog4.flv

(http://787flighttest.com/hanger/wp-content/plugins/flash-video-player/mediaplayer/player.swf?streamer=rtmp://cp81820.edgefcs.net
/ondemand/tpn/firstflight/&file=TestLog4.flv)

767. Fwd: [WIham] Washington Island's Ham Radio Treasure

Yahoo group: Flying_Hams
Date: 2011-09-04 23:25:06 UTC
From: Scott
Topic: 767 Message: 767

Wow, what a collection!

Washington Island's Ham Radio Treasure

http://forums.qrz.com/showthread.php?311312-Washington-Island-s-Ham-Radio-Treasure

---

768. Flying Hams In Texas?

Yahoo group: Flying_Hams
Date: 2011-09-18 16:46:50 UTC
From: The Danimal
Topic: 768 Message: 768

Hi Everyone...I am based out of KDTO (Denton, TX.) Anyone on here from the Texas, Oklahoma area? Thinking about having a little fly in lunch down at KSEP (Hard 8 BBQ.) It's kind of famous locally/regionally. AWESOME BBQ!!! Anyone in the Dallas metroplex want to have an eyeball qso let me know!

73,
Dan N9WX

769. My 2011 ARRL 10 GHz and Up Score

Yahoo group: Flying_Hams
Date: 2011-09-19 17:01:05 UTC
From: Scott
Topic: 769 Message: 769

Well, another successful contest gone by...

I had 146 QSOs over the two weekends (10 GHz Only) of the contest. 26 unique callsigns worked. Best DX was 362 KM. Claimed score: 28611. Conditions during the September weekend were abyssmal. Had fun regardless.

N0EDV

770. Old Aviators & old planes... GREAT story!

Yahoo group: Flying_Hams
Date: 2011-10-03 18:16:52 UTC
From: Dean Herrington
Topic: 770 Message: 770
Attachments: 13 described; binary payloads are missing from this source WARC

Hi Everybody:

My Dad was RAF during WWII … he worked on Merlin engines in Spitfires, Hurricanes, and Mosquitoes. I gained a huge respect for those mighty engines, especially when they were mated with the P-51 airframe.

This is a great story, with great pictures. “The Greatest Generation” is almost gone, now.

Enjoy,

Dean

Description: cid:13.1105864962@...

Old Aviators and Old Airplanes

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> This is a true story about a vivid memory of a P-51 and its pilot, written by a fellow who was 12 years old, living in Canada in 1967.

The Mustang had flown in during the night from some U.S. airport. The pilot had been tired and went into town to find a hotel.
<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe."

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> Though only 12 at the time, I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story. The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys

signaled to walk back to the lounge. We did.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell-spawn set loose---something mighty this way was coming.

"Listen to that thing!" said the controller.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19.

Two-thirds of the way down 19 the Mustang was airborne and instantly the pilot sucked her gear up. Mustangs look better with their gear up, you see. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellishly fast into the airport pattern to be eaten up by the dog-day haze.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. “Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.
<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> The radio crackled, "Go ahead Kingston."

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> The controller looked at us. "What?" he asked. "I can't let that guy go without asking. I couldn't forgive myself!"

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> The radio crackled once again, “Kingston, do I have permission for a low level pass, east to west, across the field?"

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> "Roger Mustang, the circuit is clear for an east to west pass."

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> "Roger, Kingston, I'm coming out of 3000 feet, stand by."

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com>
http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop@FirstFedInc.com

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> Moments later the P-51 burst through the haze. Her
<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> airframe straining against the building Gs, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field, shredding and tearing the air.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute!

I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> Then the old pilot pulled her up and rolled, and rolled, and rolled … out of sight into the broken clouds and indelibly into my memory. I've never wanted to be an American more than on that day. It was a time when

many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just

flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best.

That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.

<http://us.mc369.mail.yahoo.com/mc/compose?to=JWaldrop%40FirstFedInc.com> (Forward to your Aviator Friends, and anyone who would enjoy a patriotic story)

Please Remember:
As part of continued email etiquette, please delete my name and email address before forwarding.
PLEASE use .bcc when sending to multiple addresses and always delete any and all email addresses in the email I forward. This helps eliminate addresses to spam lists.

771. Fwd: [ECARC] ham radio in hollywood

Yahoo group: Flying_Hams
Date: 2011-12-12 18:38:36 UTC
From: Scott
Topic: 771 Message: 771
Attachments: 1 described; binary payloads are missing from this source WARC

http://www.arrl.org/news/em-ham-radio-in-hollywood-em-comedian-tim-allen-stars-as-radio-amateur-on-new-tv-show

Ace
(N0EDV)

772. Facebook and HF

Yahoo group: Flying_Hams
Date: 2012-01-15 19:12:18 UTC
From: The Danimal
Topic: 772 Message: 772

Just in case anyone doesnt know, We have a facebook group now. Flying Hams. Come on and join. I will be announcing my presence on HF from time to time, please do the same. I unfortunately do not have a work sched that allows me to be active on a specific time basis, but if any of you would like to get a Group on HF going, it'd be great. It's Winter, a good time for playing radio.

73,
Dan N9WX

773. 10 Ghz Blog from the NLRS guys

Yahoo group: Flying_Hams
Date: 2012-01-17 00:15:23 UTC
From: Scott
Topic: 773 Message: 773
Attachments: 1 described; binary payloads are missing from this source WARC

Here is a 10 GHz blog from a fellow member of the Northern Lights Radio Society, a VHF and up group based mainly in the Twin Cities of Minneapolis/St. Paul, MN. You can hear the guys working me and me working them in one of the videos where it says

"NLRS 10 GHz - wait up to 15 sec. between the 8 videos"

on the right side of the page and a bit down from the top of the page...

http://k0mhc-10ghz.blogspot.com/2011/12/10-ghz-faq.html

Lots of good stuff on there!!

N0EDV (November Zero Echo Delta Victor)

--

774. Blind Pilots

Yahoo group: Flying_Hams
Date: 2012-04-25 22:47:12 UTC
From: Scott
Topic: 774 Message: 774
Attachments: 1 described; binary payloads are missing from this source WARC

Two blind pilots, both wearing dark glasses, make their way onto a jet airliner. One is using a guide dog and the other is tapping his way along the aisle with a cane.

Nervous laughter spreads through the cabin, as the men enter the cockpit. The cockpit door closes and the engines start up. The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming.

The plane starts to taxi down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the runway. As it begins to look as though the plane will plow into the water panicked, hysterical screams fill the cabin.

At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

In the cockpit, one of the blind pilots turns to the other and says, "Ya know, Bob, one of these days, they're gonna scream too late and we're all gonna die."

--

775. Fwd: Fw: Boeing 787 Training -- Features & Differences

Yahoo group: Flying_Hams
Date: 2012-05-02 00:54:03 UTC
From: Scott
Topic: 775 Message: 775

What will they think of next??? :)

Just a few more features than a C-150 would have.
For you pilots out there?more than you need to know.
From a United Airlines Captain.

Hi All,

I just completed the first pilot training class on the 787 at United Airlines, an airplane which is destined to replace the 767 and live for many years after I retire. Here's what I've learned in 787 training so far. By the way, last night we passed our MV (maneuvers validation) check ride, with emergency after emergency, and the FAA observing. Tonight was our LOE (line-oriented evaluation), again with FAA - this time 2 FAA observers. It's 0200 and I just got back to the hotel and poured a well-earned glass of wine to celebrate. I now have a type rating in the 787. Phew. I'm pretty confident this will be the last one for me.

I've summarized some of the major differences and unique features of the 787 versus more traditional "old school" airplanes like the 777 (not kidding) - from the pilot's viewpoint. Our "Differences" course takes 11 days to gain an FAA type rating, which is a "common" type rating with the 777. The course has been like drinking from a fire hose, but has finally come together. Some of our pilots attended Boeing's 5-day differences course, and deemed it unacceptable. The FAA approved the Boeing 5-day course, but our guys decided it lacked too much information. FAA is observing our check rides now, and taking our course as well, to certify the training. We're just the guinea pigs.

A computer nerd would describe the 787 as 17 computer servers packaged in a Kevlar frame. The central brains is the Common Core System (CCS). Two Common Computing Resources (CCRs) coordinate the communications of all the computer systems, isolating faults and covering failed systems with working systems. When battery power is first applied to the airplane in the morning, it takes about 50 seconds for the L CCR to boot up. After this, a few displays light up and you can start the APU. If there is a major loss of cockpit displays, this may require a CCR reboot, which would take about a minute. Here are a few of the major features and differences from the 777.

Electrics - Though a smaller plane, the 787 has 4 times the electric generating power of the 777 - 1.4 gigawatts. Generators produce 235 VAC for the big power users. Other systems use the traditional 115 VAC and 28 VDC. There are 17 scattered Remote Power Distribution Units which power about 900 loads throughout the plane. The big power distribution

system is in the aft belly, along with a Power Electronics Cooling System (PECS). This is a liquid cooling system for the large motor power distribution system. There's also an Integrated Cooling System (ICS), which provides refrigerated air for the galley carts and cabin air, and a Miscellaneous Equipment Cooling System for In-flight Entertainment Equipment.

If 3 of the 4 engine generators fail, the APU starts itself. The APU drives two generators, and can be operated up to the airplane's max altitude of 43,000 feet. If you lose all 4 engine generators, the RAT (ram air turbine) drops out (like a windmill), powering essential buses. (It also provides hydraulic power to flight controls if needed).

If you lose all 4 engine generators and the two APU generators (a really bad day), you are down to Standby Power. The RAT will drop out and provide power, but even if it fails, you still have the autopilot and captain's flight director and instruments, FMC, 2 IRSs, VHF radios, etc. If you're down to batteries only, with no RAT, you'd better get it on the ground, as battery time is limited. Brakes and antiskid are electric - 28V - so you don't lose brakes or antiskid even when you're down to just standby power.

Normal flight controls are hydraulic with a couple exceptions. Engine driven and electric hydraulic pumps operate at 5000 psi (versus normal 3000 psi) to allow for smaller tubing sizes and actuators, thus saving weight. If you lose all 3 hydraulic systems (another bad day), you still have two spoiler panels on each wing which are electrically powered all the time, as is the stabilizer trim. You can still fly the airplane (no flaps, though). If you're having an even worse day and you lose all hydraulics and all generators, flight control power is still coming from separate Permanent Magnet Generators (PMGs) which produce power even if both engines quit and are windmilling. If the PMGs fail, too, your flight controls will be powered by the 28 V standby bus.

If you lose all 3 pitot-static systems or air data computers, the airplane reverts to angle of attack speed (converts AOA to IAS), and this is displayed on the normal PFDs (primary flight displays) airspeed indicator tapes. GPS altitude is substituted for air data altitude and displayed on the PFD altimeter tapes. Very convenient.

If you lose both Attitude and Heading Reference Units (AHRUs), it reverts to the standby instrument built-in attitude & heading gyro, but displays this on both pilot's PFDs for convenience.

If you lose both Inertial Reference Units, it will substitute GPS position, and nothing is lost.

If someone turns one or both IRSs off in flight (I hate it when they do that), you can realign them - as long as one of the GPSs is working!

There is no pneumatic system. The only engine bleed is used for that engine's anti-ice. Wing anti-ice is electric. Each of two air

conditioning packs control two CACs, which are electric cabin air compressors. The four CACs share two air inlets on the belly. Each pack controller controls two CACs, but if a pack controller fails, the remaining pack controller takes over control of all 4 CACs.

There are no circuit breakers in the cockpit. To check on them, or if you get a message that one has opened (more likely), you select the CBIC (circuit breaker indication and control) display on one of the MFDs (multi function displays). There you can reset the virtual C/B if it is an "electronic" circuit breaker. You can't reset a popped "thermal" circuit breaker.

If you have an APU fire on the ground or in-flight, the fire extinguishing bottle is automatically discharged. If there is a cargo fire, the first two of seven bottles will automatically discharge also.

There's a Nitrogen Generation System which provides automatic full-time flammability protection by displacing fuel vapors in the fuel tanks with nitrogen (Remember TWA 800?).

Like the 767 and 777, the 787 also has full CPDLC capability (controller-to-pilot data link communications). In addition, its full FANS capability includes ADS-B in & out. The controller can uplink speed, heading, and altitude changes to the airplane. These show up on a second line right under the speed, heading and altitude displays on the mode control panel. If you pilot wants to use them, he can press a XFR button next to each window. The controller can even uplink a conditional clearance, like - After passing point XYZ, climb to FL390. If you accept this, it will do it automatically.

Fuel system - like the 777, the 787 has a fuel dump system which automatically dumps down to your maximum landing weight, if that is what you want. In addition, it has a Fuel Balance switch which automatically balances your L & R main tanks for you. No more opening crossfeed valves and turning off fuel pumps in flight. No more forgetting to turn them back on, either.

Flight Controls - An "Autodrag" function operates when the airplane is high on approach and landing flaps have been selected. It extends the ailerons and two most outboard spoilers, while maintaining airspeed, to assist in glidepath capture from above, if you are high on the glideslope. The feature removes itself below 500 feet.

Cruise flaps is an automated function when level at cruise. It symmetrically moves the flaps, ailerons, flaperons, and spoilers based on weight, airspeed and altitude to optimize cruise performance by varying the wing camber, thus reducing drag.

Gust suppression - Vertical gust suppression enhances ride quality when in vertical gusts and turbulence. It uses symmetric deflection of flaperons and elevators to smooth the bumps. This should result in fewer whitecaps in passengers' coffee and cocktails. Lateral gust suppression

improves the ride when on approach by making yaw commands in response to lateral gusts and turbulence.

Instrument Approaches - The airplane is actually approved for autoland based not only on ILS but on GLS approaches - GPS with Ground based augmentation system, which corrects the GPS signals. GLS minimums are the same as CAT I ILSs - 200' and 1/2 mile visibility. Our airline is not yet approved for GLS autolandings yet, though we will be doing GLS approaches.

Special Cat I & II HUD approaches - These allow lower than normal minimums when the Heads Up Devices are used at certain approved airports (HUDs). The HUDs include runway centerline guidance which helps you stay on the centerline on takeoff when visibility is greatly reduced. It uses either ILS or GLS for this.

Cabin - Pressurization differential pressure maximum is 9.4 psid, so the cabin altitude is only 6000 feet when at the max cruising altitude of 43,000 feet. There is a cockpit humidifier switch, and cabin air humidification is fully automatic. Cabin windows are larger than other airplanes, and window shading is electronic. The passenger can select 5 levels of shading, from clear to black. The flight attendants can control the cabin lighting temperature - mood lighting - to aid in dealing with changing time zones (evening light after dinner, morning light to wake up, etc.).

Much of the cockpit seems like it was designed by Apple. The Control Display Units (CDUs) are virtual, so you can move them from one MFD to another. In fact, you can configure the displays in 48 different ways, I think, though we have found a few favorites we will use to keep it simple. To move the cursor from one MFD to another, you can either use a button, or you can "flick" your finger across the trackpad (Cursor Control Device) to fling the cursor from one screen to the next - much like an iPad.

I'm going home this morning, and will return for a 777 simulator ride before I go back to work. They want to make sure we've still got the old-fashioned legacy airplane in our brain before we fly the 777 again, even though it shares a "common type rating". We won't get the first 787 until October, and begin operations in November or December. At that time I'll return for at least 4 days refresher training before beginning IOE - initial operating experience in the airplane - with passengers.

What a ride. It may be "fuel efficient", but I'm glad someone else is paying for the gas.

**

776. Fwd: Seeing the trees in the Big Forest

Yahoo group: Flying_Hams
Date: 2012-01-28 13:59:13 UTC
From: Scott
Topic: 776 Message: 776
Attachments: 1 described; binary payloads are missing from this source WARC

Amazing WWII Aircraft Facts

No matter how one looks at it, these are incredible statistics. Aside from the figures on aircraft, consider this statement from the article: On average 6600 American service men died per MONTH, during WWII (about 220 a day).

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it.

276,000 aircraft manufactured in the US .

43,000 planes lost overseas, including 23,000 in combat.

14,000 lost in the continental U.S.

The US civilian population maintained a dedicated effort for four years, many working long hours seven days per week and often also volunteering for other work. WWII was the largest human effort in history.

Statistics from Flight Journal magazine.

THE COST of DOING BUSINESS

---- The staggering cost of war.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17 $204,370. P-40 $44,892.
B-24 $215,516. P-47 $85,578.
B-25 $142,194. P-51 $51,572.
B-26 $192,426. C-47 $88,574.
B-29 $605,360. PT-17 $15,052.
P-38 $97,147. AT-6 $22,952.

PLANES A DAY WORLDWIDE

> From Germany 's invasion of Poland Sept. 1, 1939 and ending with Japan 's surrender on Sept. 2, 1945 --- 2,433 days.
> From 1942 onward, America averaged 170 planes lost a day.

How much is 1,000+ planes? B-17 production (12,731) wingtip to wingtip would extend 250 miles. 1,000 B-17s carried 2.5 million gallons of high octane fuel and required 10,000 airmen to fly and fight in them.

THE NUMBERS GAME
9.7 billion gallons of gasoline consumed, 1942-1945.

107.8 million hours flown, 1943-1945.
459.7 billion rounds of aircraft ammo fired overseas, 1942-1945.
7.9 million bombs dropped overseas, 1943-1945.
2.3 million combat sorties, 1941-1945 (one sortie = one takeoff).
299,230 aircraft accepted, 1940-1945.
808,471 aircraft engines accepted, 1940-1945.
799,972 propellers accepted, 1940-1945.

WWII MOST-PRODUCED COMBAT AIRCRAFT

Ilyushin IL-2 Sturmovik 36,183
cid:D572C5382C1843F58E0DBB6361B87907@RogerPC

Yakolev Yak-1,-3,-7, -9 31,000+
cid:3B7BECABF4554C5FBEC79617C398480F@RogerPC

Messerschmitt Bf-109 30,480
cid:4D64596AA092471C82A2FA2A9746D0A6@RogerPC

Focke-Wulf Fw-190 29,001
cid:4AC41E10702242B69FF003271F465936@RogerPC

Supermarine Spitfire/Seafire 20,351
cid:229817FCF8CC48B3938945E0A9D448CC@RogerPC

Convair B-24/PB4Y Liberator/Privateer 18,482
cid:C08FE245653F4755B11B639CF0060629@RogerPC

Republic P-47 Thunderbolt 15,686
cid:21EE42CD917B4D2B92746DF7B0F89210@RogerPC

North American P-51 Mustang 15,875
cid:C832AB2092394E4592F0AFC9833155C8@RogerPC

Junkers Ju-88 15,000
cid:5A27A92E302C48588CDBA901EA54EB9B@RogerPC

Hawker Hurricane 14,533
cid:FD18ABF823CE4596A30C7800B663DD38@RogerPC

Curtiss P-40 Warhawk 13,738
cid:39670BB79AE944A0A1E33055220FFCE9@RogerPC

Boeing B-17 Flying Fortress 12,731
cid:53C16EA1EDED45ED922062F6F44BE4CC@RogerPC

Vought F4U Corsair 12,571
cid:60A18DA369FC488591B419DAA94F3CD6@RogerPC

Grumman F6F Hellcat 12,275
cid:4F18EBCA6BDA488C88A17F1CF7D23953@RogerPC

Petlyakov Pe-2 11,400
cid:00BD55285419439AA4EBD9D469A48ED8@RogerPC

Lockheed P-38 Lightning 10,037
cid:0E6453623B3F4373A30F4E222D293885@RogerPC

Mitsubishi A6M Zero 10,449
cid:E92485C86ACB4AB7BA8D9224CCB73C57@RogerPC

North American B-25 Mitchell 9,984
cid:3AD00F2107794DD391D5B83318B32A1B@RogerPC

Lavochkin LaGG-5 9,920
cid:F68859F5093F4C2C873D32E1C52A1EF2@RogerPC

Note: The LaGG-5 was produced with both water-cooled (top) and air-cooled (bottom) engines.

cid:44F9611AADDF474983E3BB48B8FDA7C7@RogerPC

Grumman TBM Avenger 9,837
cid:A93D63D0F5564D7B86F91F0FB1EF3A21@RogerPC

Bell P-39 Airacobra 9,584
cid:8C28CDDEA33F4C0CA69E03B417BA0647@RogerPC

Nakajima Ki-43 Oscar 5,919
cid:3F111763199D4A5BA0031F59BAB071C7@RogerPC

DeHavilland Mosquito 7,780
cid:2B1F9AD8A59E4100864C647E6EC9607E@RogerPC

Avro Lancaster 7,377
cid:EDDC09448CA44A9FBDEBBD35A16DA83B@RogerPC

Heinkel He-111 6,508
cid:71894D6843F749F1AF0641762587733F@RogerPC

Handley-Page Halifax 6,176
cid:64AE28C942074346AE5E128CA7713765@RogerPC

Messerschmitt Bf-110 6,150
cid:0B73FFE2AE6743C0831D3DCEFFC6358F@RogerPC

Lavochkin LaGG-7 5,753
cid:29838B8948414F90828603217CE9963A@RogerPC

Boeing B-29 Superfortress 3,970
cid:69999D17C26E41C3925EC8FA29162CE5@RogerPC

Short Stirling 2,383
cid:951258CE1F464CFAA8F0D9D96AC81038@RogerPC

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the US Army
Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes --- inside the continental
United States. They were the result of 52,651 aircraft accidents (6,039

involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month---- nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

It gets worse.....
Almost 1,000 Army planes disappeared en route from the US to foreign climes. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England . In 1942-43, it was statistically impossible for bomber crews to complete a 25-mission tour in Europe .

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas .

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain , Australia , China and Russia . In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:
Uncle Sam sent many of his sons to war with absolute minimums of training.

Some fighter pilots entered
combat in 1942 with less than 1 hour in their assigned aircraft.
The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on
P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said,
"You can learn to fly `51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels
in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school.

In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000
flight hours, respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate
was less than 2.

The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29
pilots, but the desired figures were seldom attained.

The original cadre of the 58th Bomb Wing was to have 400 hours of
multi-engine time, but there were not enough
experienced pilots to meet the criterion. Only ten percent had overseas experience. Conversely, when a $2.1 billion
B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down",
let alone grounding.

The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:
Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000
during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone.
Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel
--- a stirring tribute to the AAF's educational establishments.

Cadet To Colonel:
It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 2? in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24.
As the training pipeline filled up, however those low figures became exceptions.
By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including
250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

FACT:
At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types.
Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft.
The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION:
Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq . But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2012.0.1901 / Virus Database: 2109/4770 - Release Date: 01/27/12

777. 10 GHz from the top of a ski hill

Yahoo group: Flying_Hams
Date: 2012-01-17 12:33:29 UTC
From: Scott
Topic: 777 Message: 777
Attachments: 2 described; binary payloads are missing from this source WARC

N0EDV (left) and N0AKC operating in the 2011 ARRL 10 GHz and Up contest
from atop the Buck Hill ski hill in Burnsville, MN.

The picture should be here ;)

--

778. Last Man Standing Ham Radio Episode

Yahoo group: Flying_Hams
Date: 2012-01-16 12:19:04 UTC
From: Scott
Topic: 778 Message: 778
Attachments: 2 described; binary payloads are missing from this source WARC

Just a reminder that tomorrow (Jan. 17th) at 7PM CENTRAL time on ABC,
will be the first episode featuring ham radio on Tim Allen's newest
sitcom "Last Man Standing"....they promise there will be more ham radio
in future episodes :) I like his call "XTT" (Ex Tim Taylor) ;)

--

779. Re: [Flying_Hams] Last Man Standing Ham Radio Episode

Yahoo group: Flying_Hams
Date: 2012-05-02 17:13:55 UTC
From: Scott
Topic: 778 Message: 779
Attachments: 3 described; binary payloads are missing from this source WARC

Wow! I guess the reflector is a bit "slow"...just getting this today
(when it was written on 1-16-2012). Better late than never, I suppose. ;)

On 1-16-2012 12:19, Scott wrote:
> Just a reminder that tomorrow (Jan. 17th) at 7PM CENTRAL time on ABC,
> will be the first episode featuring ham radio on Tim Allen's newest
> sitcom "Last Man Standing"....they promise there will be more ham
> radio in future episodes :) I like his call "XTT" (Ex Tim Taylor) ;)
>
>
>
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>
>
> --

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780. New (to me) Rig!

Yahoo group: Flying_Hams
Date: 2012-05-02 15:08:57 UTC
From: The Danimal
Topic: 780 Message: 780

Hi Guys...I just bought a used FT-897...waiting on it to be delivered next week! I am going to get an internal battery and maybe the auto-tuner (although a small manual one would work too!) and take it to the airport, set it in the yard and have some fun!!! I have a 40m hamstick I bet would work ok! Hope all are enjoying some flying this Spring!

73,
Dan N9WX

781. Re: [Flying_Hams] New (to me) Rig!

Yahoo group: Flying_Hams
Date: 2012-05-04 01:50:46 UTC
From: Charles Reiche
Topic: 780 Message: 781

Portable aero mobile seems tricky, If you have any sucess please share!
Charles Reiche
N3CRT

On Wed, May 2, 2012 at 11:08 AM, The Danimal <n9wx@hotmail.com> wrote:

> **
>
>
> Hi Guys...I just bought a used FT-897...waiting on it to be delivered next
> week! I am going to get an internal battery and maybe the auto-tuner
> (although a small manual one would work too!) and take it to the airport,
> set it in the yard and have some fun!!! I have a 40m hamstick I bet would
> work ok! Hope all are enjoying some flying this Spring!
>
> 73,
> Dan N9WX
>
>
>

782. Re: [Flying_Hams] New (to me) Rig!

Yahoo group: Flying_Hams
Date: 2012-05-04 02:20:24 UTC
From: Scott
Topic: 780 Message: 782
Attachments: 1 described; binary payloads are missing from this source WARC

Yup. Already had the Corben out twice :)

The 897 should work great. I have an 857 and use an Outbacker antenna
on 40M-10M, and a homebrew HoLoop on 6M, and commercial HoLoop on 2M.

N0EDV

On 5-2-2012 15:08, The Danimal wrote:
>
> Hi Guys...I just bought a used FT-897...waiting on it to be delivered
> next week! I am going to get an internal battery and maybe the
> auto-tuner (although a small manual one would work too!) and take it
> to the airport, set it in the yard and have some fun!!! I have a 40m
> hamstick I bet would work ok! Hope all are enjoying some flying this
> Spring!
>
> 73,
> Dan N9WX
>
>

--

783. DXCoffee article about Aero Mobile

Yahoo group: Flying_Hams
Date: 2012-07-14 08:49:45 UTC
From: cyril boyer
Topic: 783 Message: 783

http://www.dxcoffee.com/eng/2012/07/09/ph9hbam-amateur-radio-cloud/

Cyril - F1MHV

784. Website

Yahoo group: Flying_Hams
Date: 2012-08-02 01:34:55 UTC
From: The Danimal
Topic: 784 Message: 784

Hi everyone...I know, no activity on this list. It's summer...and everyone's busy! I spend about 10-12hr at the airport! I use to love that! Not no mo! lol...it was 109 degrees here today in the Dallas area. 3900' Density Alt by 11am! wowzers! Anyway...I have some projects in the works...including an airborne 2m (crossband probably) repeater! check out my work in progress...www.qsl.net/n9wx

Hope everyone is staying cool...maybe we can try another Net this Fall...everyone too busy now! I know that! Post some more pics of your adventures, I'm gonna try to!

73,
Dan N9WX
Keep the dirty side down!

785. Roll Call and

Yahoo group: Flying_Hams
Date: 2012-08-03 15:41:01 UTC
From: The Danimal
Topic: 785 Message: 785

Hi everyone...this group has been in neglect. It's been all my fault and so I need some help to get the fire under our seats. I am working at KDTO 5 days a week, but just got my days off switched to Friday/Sats...not too shabby. I would like to see if we have any members in the DFW area for an eyeball Qso and potentially an HF/Echolink net, etc. I have 2m SSB all the way down to 80m capabilities. So...if you dont mind, either send me on list, or off your:

Qth and
Ham radio Freq/Band capabilities
ALso, it'd be nice to know if you have an aircraft or not just for fun.

If you want to contact me off group, just email me at n9wx@...

73,
Dan N9WX

786. About me:

Yahoo group: Flying_Hams
Date: 2012-08-03 15:47:33 UTC
From: The Danimal
Topic: 786 Message: 786

Ok...so I asked for these things from you, so here's mine:

I live in Gainesville, TX work in Denton, TX.
I have an IC-746, IC-735 and TS-50..SB-220 Amp
Antennas: 11ele 2m Yagi for SSB(I need to get it higher), 8ele Quagi for 2m FM...6m loop, 80/40m dipole (10-80m)
Can operate 80-2m All modes.

No airplane, although I fly about 80hr month teaching and fly my friends Cherokee (working on a 2/70cm crossband aero-mobile repeater)

I am a Commercial pilot, CFI-CFII-MEI and FAA Approved Check Instructor (equiv of DPE for 141 Self-examining) with over 4,000 hr TT and 3500 teaching PVT-INS-Comm ASEL and AMEL.

73,
Dan N9WX
www.qsl.net/n9wx

787. Re: [Flying_Hams] About me:

Yahoo group: Flying_Hams
Date: 2012-08-03 18:05:27 UTC
From: Lyn Wagner
Topic: 786 Message: 787

I live in Lexington, NE and work in Broken Bow, NE which is about 45 miles north of LEX. I have a Yeasu FT101 EE and a Heathkit linear amp. The HF is not set up since my last move but I do work 2 FM on occasion. Quite a few years ago there was an EAA rag chew net on 3978 on Wed evenings about 8:00 PM centeral time which was pretty good during the winter months. There was also a 40 meter net on Saturday mornings but it never seemed to work out very good.

I am a private pilot currently operating sport pilot category. after cancer treatment of which my doctor maintains I will die of something else but tell that to, oh well. I have a 1946 Taylorcraft BC12D-65. I have been a licensed pilot since 1982 and have owned a Cessna 150, 152, Piper PA22-160 and a PA22-150. I just got the Taylorcraft about a year and a half ago and had to go through getting a tailwheel endorsement. I first had to find a tailwheel pilot who was an instructor which is not an easy task. I finally found an ag pilot which instructs in his off time when he is not spraying or flying fire bombers. I am a water well driller by trade which pays for the aviation insanity.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Lyn Wagner
Taylorcraft BC12-D
N96290
LXN

_____
From: The Danimal <n9wx@...>
To: Flying_Hams@yahoogroups.com
Sent: Friday, August 3, 2012 10:47 AM
Subject: [Flying_Hams] About me:

Ok...so I asked for these things from you, so here's mine:

I live in Gainesville, TX work in Denton, TX.
I have an IC-746, IC-735 and TS-50..SB-220 Amp
Antennas: 11ele 2m Yagi for SSB(I need to get it higher), 8ele Quagi for 2m FM...6m loop, 80/40m dipole (10-80m)
Can operate 80-2m All modes.

No airplane, although I fly about 80hr month teaching and fly my friends Cherokee (working on a 2/70cm crossband aero-mobile repeater)

I am a Commercial pilot, CFI-CFII-MEI and FAA Approved Check Instructor (equiv of DPE for 141 Self-examining) with over 4,000 hr TT and 3500 teaching PVT-INS-Comm ASEL and AMEL.

73,
Dan N9WX
www.qsl.net/n9wx
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

788. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-08-03 17:03:21 UTC
From: Scott
Topic: 785 Message: 788
Attachments: 1 described; binary payloads are missing from this source WARC

160M-2304 MHz and 10 GHz.

HF is mobile.
6M homebrew HoLoop on van. 2M HoLoop on van also.
6M 5 ele Yagi and 2M 11 ele Yagi at 25 Ft. at home.
Homebrew Yagis for 222 and 432. Small commercial Yagi (8 ele) on 902
MHz (and 200W on 902)
No antenna yet for 2304 MHz
2W and converted DirecTV dish for 10 GHz.

Airplane is homebrew Corben Junior Ace.

Scott
N0EDV

On 8-3-2012 15:41, The Danimal wrote:
>
> Hi everyone...this group has been in neglect. It's been all my fault
> and so I need some help to get the fire under our seats. I am working
> at KDTO 5 days a week, but just got my days off switched to
> Friday/Sats...not too shabby. I would like to see if we have any
> members in the DFW area for an eyeball Qso and potentially an
> HF/Echolink net, etc. I have 2m SSB all the way down to 80m
> capabilities. So...if you dont mind, either send me on list, or off your:
>
> Qth and
> Ham radio Freq/Band capabilities
> ALso, it'd be nice to know if you have an aircraft or not just for fun.
>
> If you want to contact me off group, just email me at n9wx@...
> <mailto:n9wx%40hotmail.com>
>
> 73,
> Dan N9WX
>
>

--

789. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-08-03 20:46:55 UTC
From: Joe Belany
Topic: 785 Message: 789

I live in Washburn, WI and have a 1948 Cessna 140 based at KASX.

All band dipole for 160-10M, beams for 2M and 6M (6M is a modified A50-5S stretched out to 17' and works like magic). For the first time in my life, I will actually be putting up a tower at home. Always wanted one, and it is in my yard in several pieces. Will pour cement this fall and get it up in the air. I also have transverters for 222, 902, and 10 GHz.

Fly when I can, play radio more often in the winter and spring than I do this time of year. Way too busy with other things.

Joe, AI9Z

_____
1948 Cessna 140
N2470V
"Flying as often as possible"

_____
From: The Danimal <n9wx@hotmail.com>
To: Flying_Hams@yahoogroups.com
Sent: Friday, August 3, 2012 10:41 AM
Subject: [Flying_Hams] Roll Call and

Hi everyone...this group has been in neglect. It's been all my fault and so I need some help to get the fire under our seats. I am working at KDTO 5 days a week, but just got my days off switched to Friday/Sats...not too shabby. I would like to see if we have any members in the DFW area for an eyeball Qso and potentially an HF/Echolink net, etc. I have 2m SSB all the way down to 80m capabilities. So...if you dont mind, either send me on list, or off your:

Qth and
Ham radio Freq/Band capabilities
ALso, it'd be nice to know if you have an aircraft or not just for fun.

If you want to contact me off group, just email me at n9wx@...

73,
Dan N9WX

790. New Message

Yahoo group: Flying_Hams
Date: 2012-08-03 21:09:09 UTC
From: The Danimal
Topic: 790 Message: 790

Hi...due to not always getting in here often enough, I am going to turn off Moderation of new messages. We will still be approving new members, etc. If we start to get Spam, I'll turn it right back on.

73,
Dan n9wx

791. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-08-04 05:42:11 UTC
From: William Pasternak
Topic: 785 Message: 791

Hello to all.

For those of you who do not know me, Im the guy behind Amateur Radio Newsline and the Young Ham of the "Year award program. My wife Sharon and I live in the Los Angeles suburb of Santa Clarita CA. and we have been married for over 40 years. We have one foster daughter Kelly who is married 22 years. She, Steven and their four kids -- our grandkids -- live about 20 minutes away -- just the other side of the Newhall Pass in the San Fernando Valley. I spent 30 years at KTTV in Hollywood under both the Metromedia and later the Fox Station Group ownership, retiring Oct. 30 2009. Since then I have been a full time independent magazine writer as well as writer/producer of educational/promotional video.

I started flying in my early 20's but have been grounded since 1984 after being diagnosed with coronary artery disease. The cost to do a PoP is out of my league so these days the only flying I do is on commercial airliners -- usually in coach -- writing articles on my laptop as someone else "drives" coast to coast.

Back in the 1960's I was a founding member of a group known as "The Flying Amateur Radio Team." If any of you lived in the North-East and were on 6 meters back then, you may remember a group of hams on 6 meter AM (usually 50.4 or 50.55 Mc - in the pre MHz days) from an Aerocommander 560E (N-2718B) owned by Steve Crow -- then WA2CPX -- now K4CPX. We set several VHF contest records -- all of which were denied by ARRL -- because there was no aero-mobile category (and Im told that some of the stuff shirts of ham radio at ARRL-HQ did not like the acronym for the name of our group). The group drifted apart in the early 1970's with only one of its members following a career in aviation. The rest of us scattered to the wind but still keep in contasct on the Internet via e-mail and Facebook.

Other than flying coach -- its been a long time since I have been up in anything thats not turbine powered and owned by an airline. I think

the last time was a decade ago when I spent the
afternoon in the right seat with a non-ham buddy
in his 177 Cardinal. Oh yes, the stations
chopper -- a turbine powered Eurocopter A-Star
350-B1 -- that I occasionally wound up going for
a ride -- usually during a televised high speed
pursuit. However, to me, riding in a chopper is
like taking an elevator ride -- sitting down.

On the air: Well I have an old and very faithful
Kenwood TS-520S and a far newer Ysesu
FT-847. Antennas are all wires on HF -- most in
the attic -- including a full size 20 meter
dipole. CCR's prevent real antennas and at age 70, Im not about to move.

Most of my time is on 70cm FM talking on several
of those awful "private" repeaters dedicated to
those in the broadcasting and TV production
genre. The reason they are private is that it
prevents unwarranted interruptions to the train
of conversation by those who have no idea what's
being talked about but must offer an opinion anyhow.

HF-wise you can find me Wednesday nights on 7.290
or there abouts on the "Ham Nation" post telecast
net -- if the NCS can hear my meager signal. Half the time he can't.

Anyhow, its nice to see this group being
reactivated. Maybe sometime in the future we can
all get together -- somewhere -- for a Flying
Hams gathering. My off the top of my head idea
of a place to meet would be poolside at the
Flying W Airport Resort in Medford NJ from where
the Flying Amateur Radio Team operated Field Day
in 1969 and 1970. See
<http://www.flyingwairport.com/>http://www.flyingwairport.com/
to understand why. The photo says it all.

My best to all

73
de
Bill Pasternak, WA6ITF (ex-WA2HVK)

At 08:41 AM 8/3/2012, The Danimal wrote:
>
>
>Hi everyone...this group has been in neglect.
>It's been all my fault and so I need some help
>to get the fire under our seats. I am working at
>KDTO 5 days a week, but just got my days off
>switched to Friday/Sats...not too shabby. I

>would like to see if we have any members in the
>DFW area for an eyeball Qso and potentially an
>HF/Echolink net, etc. I have 2m SSB all the way
>down to 80m capabilities. So...if you dont mind,
>either send me on list, or off your:
>
>Qth and
>Ham radio Freq/Band capabilities
>ALso, it'd be nice to know if you have an aircraft or not just for fun.
>
>If you want to contact me off group, just email
>me at <mailto:n9wx%40hotmail.com>n9wx@...
>
>73,
>Dan N9WX
>
>

792. Roll call...Keep 'em coming!

Yahoo group: Flying_Hams
Date: 2012-08-06 00:19:18 UTC
From: Daniel Hileman
Topic: 792 Message: 792

Great guys...keep em coming! Trying to stir up a hornet's nest of activity! All you guys check out Ham Nation on Tuesday nights! It's a bad time of year I know!

Dan N9WX

793. Re: [Flying_Hams] Roll call...Keep 'em coming!

Yahoo group: Flying_Hams
Date: 2012-08-06 02:10:28 UTC
From: Charles Reiche
Topic: 792 Message: 793

FYI it's moved to Wednesdays.
Charles Reiche
N3CRT

On Sun, Aug 5, 2012 at 8:19 PM, Daniel Hileman <n9wx@...> wrote:

> **
>
>
> Great guys...keep em coming! Trying to stir up a hornet's nest of
> activity! All you guys check out Ham Nation on Tuesday nights! It's a bad
> time of year I know!
>
>
>
>
>
> Dan N9WX
>
>
>

794. Weekly Update

Yahoo group: Flying_Hams
Date: 2012-08-11 21:29:17 UTC
From: Daniel Hileman
Topic: 794 Message: 794

Hi everyone,

I am going to attempt to post at least one message a week, at least...just a what's going on kinda thing!

Aviation Wise: Well, I just applied to be a FAASTeam rep with the FAA. For those that dont know what that is, go to www.faasafety.gov This is so I can start helping out in the local Aviation comunity. I have seen some of us pilot's do some very stupid things and want to make a difference. I am fortunate to be in a 141 training environment practically everyday...so it keeps me pretty honest with the things I do. There was a crash a few months ago in Idaho. A gentleman had a Stinson fully loaded and crashed due to lack of performance and Density alt. Go to youtube and type in "Idaho plane crash" the whole thing is filmed from the cockpit. Pretty scary but a good lesson for the rest of us for of what density alt and flying past our aircraft's performance envelope can do. Fly safe!

Ham Radio wise: well, with all the flying I do I pretty much get to do 2m/440 in the car...but do try to watch Ham Nation on Wed nights! (Thanks for the correction.) I want to work on my trailer tower but have not had time to do that...now the truck broke down...fun! lol...I think the A/C compressor froze up or had a bearing go out, but have a friend that is a mechanic so hopefully that wont break the budget! I think we are going to get a "slight" break in the heat here in North Texas. Do we have anyone in the Dallas area that would like to get together and have coffee/breakfast sometime?

WHAT'S UP WITH YOU ALL????

73,
Dan N9WX

795. FIFI and her new (old) radios!

Yahoo group: Flying_Hams
Date: 2012-08-12 12:29:47 UTC
From: Daniel Hileman
Topic: 795 Message: 795

http://www.w0cxx.us/b-29/index.html

http://thegazette.com/2012/07/16/rockwell-collins-retirees-gift-aboard-last-flying-b-29/

796. Re: [Flying_Hams] FIFI and her new (old) radios!

Yahoo group: Flying_Hams
Date: 2012-08-12 12:39:13 UTC
From: Scott
Topic: 795 Message: 796
Attachments: 1 described; binary payloads are missing from this source WARC

WHAT?!?! No ARC-190 HF? :O

I worked on ARC-190s during my time in the USAF in the mid 80s.
WONDERFUL radios! 400W pep, 2-30 MHz. Sure wouldn't mind having one as
a home station ;)

Still, WAY cool that they could find somebody to restore that old radio.

Ace

On 8-12-2012 12:29, Daniel Hileman wrote:
>
> http://www.w0cxx.us/b-29/index.html
>
> http://thegazette.com/2012/07/16/rockwell-collins-retirees-gift-aboard-last-flying-b-29/
>

--

797. Weekly Update

Yahoo group: Flying_Hams
Date: 2012-08-19 23:11:23 UTC
From: Daniel Hileman
Topic: 794 Message: 797

Hi everyone...well, a relatively non-exciting week here. Got my truck fixed (96 dodge dakota, gift from my grand-parents)...the a/c compressor froze up. Replaced that and back in business. My buddy John is getting his private in Gyro-planes this week, then comm add on the week after...ought to be cool! I flew a gyro-copter once about 3 mo. ago...pretty cool! I'll probably get mine next year. Had some pretty bad storms last night in NC-NE TX! Heard a Ham who is involved in CAP and flies out of the airport I teach at...didnt catch his callsign though...hope to meet up with him. Flew about 4 hours today in the PA-34-200! (Piper seneca.) Hope everyone is doing well and staying out of trouble! really cooled down today...highs of 90! YES, thats a cool down after 105 plus almost all Summer! What are you guys up to?

73,
Dan N9WX

798. Re: Weekly Update

Yahoo group: Flying_Hams
Date: 2012-08-20 00:02:31 UTC
From: John Miller
Topic: 794 Message: 798

Hello Dan and everyone! This is my first post. I work out of my home during the week pretty much 8-5 anymore, so only get to fly on the weekends wx permitting. I own a 1946 Piper J3C-65 Cub and keep her at a private (friends) 1200 ft grass strip about 35 miles from my home here in Liverpool, PA. Got to fly her about 5 hours total this weekend and also made several 2m FM aero mobile contacts from 3000 ft MSL. Not very active in Ham radio anymore though since I got into flying about 7 yrs ago. Been licensed and active since 1970. Hold the FCC Commercial GROL w/ Ship Radar and the FAA Commercial ASEL/AMEL-instrument tickets. Did my multi-engine commercial in a Seneca II but haven't flown multi since doing the rating a year ago. At 57 years "young", I got into things a bit late but am still glad I did.

Hope everyone has a great week and "Keep the dirty-side down! " (Unless of course you are flying a Pitts 2C) J

John, WN3V

Liverpool, PA

799. Re: [Flying_Hams] Weekly Update

Yahoo group: Flying_Hams
Date: 2012-08-20 01:24:06 UTC
From: William Pasternak
Topic: 794 Message: 799

No making holes in the ionosphere for me this
week. I had planned to attend the Huntsville
Hamfest, but at $696 r/t from LAX to either HSV
or BHM -- it was a forget about it. And that was
the price 6 weeks ago -- suspect its more now.

No way to justify that kind of $$$$ for a 3-day ham radio holiday.

Hope everyone has a great wek...

de
Bill P. / WA6ITF

At 04:11 PM 8/19/2012, Daniel Hileman wrote:
>
>
>Hi everyone...well, a relatively non-exciting
>week here. Got my truck fixed (96 dodge dakota,
>gift from my grand-parents)...the a/c compressor
>froze up. Replaced that and back in business. My
>buddy John is getting his private in Gyro-planes
>this week, then comm add on the week
>after...ought to be cool! I flew a gyro-copter
>once about 3 mo. ago...pretty cool! I'll
>probably get mine next year. Had some pretty bad
>storms last night in NC-NE TX! Heard a Ham who
>is involved in CAP and flies out of the airport
>I teach at...didnt catch his callsign
>though...hope to meet up with him. Flew about 4
>hours today in the PA-34-200! (Piper seneca.)
>Hope everyone is doing well and staying out of
>trouble! really cooled down today...highs of 90!
>YES, thats a cool down after 105 plus almost all
>Summer! What are you guys up to?
>
>
>73,
>Dan N9WX
>

800. Re:

Yahoo group: Flying_Hams
Date: 2012-08-27 12:14:37 UTC
From: Daniel Hileman
Topic: 800 Message: 800

nice to meet you http://deepux.mrgarina.com/poganini112.html?caluckyid=53on3

801. SPAM

Yahoo group: Flying_Hams
Date: 2012-09-01 16:40:01 UTC
From: Daniel Hileman
Topic: 800 Message: 801

Well...apparently someone got access to my account and was sending spam...I apologize, I think I have it locked down now. I hope.

I apologize to everyone,

Dan N9WX

802. hello

Yahoo group: Flying_Hams
Date: 2012-09-21 23:17:16 UTC
From: Lyn Wagner
Topic: 28 Message: 802

wow this is pretty intense check this out
http://www.consumernews7si.net/work/?finance=02145

803. Activity

Yahoo group: Flying_Hams
Date: 2012-10-12 17:21:45 UTC
From: The Danimal
Topic: 803 Message: 803

Hi Everyone,

Well, the cool weather season is now upon us. More time for radio? Hope so...I am off on Friday/Saturdays and can meet anyone on HF that would like to. I am on 80-2m All mode. Let me know if you would like to make contact. I am in the Dallas area.

73,
Dan N9WX/5

804. Re: [Flying_Hams] Activity

Yahoo group: Flying_Hams
Date: 2012-10-12 21:52:13 UTC
From: Scott
Topic: 803 Message: 804
Attachments: 1 described; binary payloads are missing from this source WARC

Dang. I was hoping for some 10 GHz contacts this winter. ;)

Scott
N0EDV
EN45fa

On 10-12-2012 17:21, The Danimal wrote:
>
> Hi Everyone,
>
> Well, the cool weather season is now upon us. More time for radio?
> Hope so...I am off on Friday/Saturdays and can meet anyone on HF that
> would like to. I am on 80-2m All mode. Let me know if you would like
> to make contact. I am in the Dallas area.
>
> 73,
> Dan N9WX/5
>
>

--

805. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-10-21 21:16:12 UTC
From: kk6mm@aol.com
Topic: 785 Message: 805

Hi All-

I live in Redding CA and am a partner in a very nice Cherokee. I'm president of our local EAA chapter. Since the flying bug re-bit me a few years ago, I haven't been very active on the air. I used to work HF quite a bit and a few contests. As winter sets in, I plan to put up another antenna (probably another G5RV) and get back on the air. My main rig is an ICOM 756 Pro. I'm the chief engineer for 6 radio stations in Redding and 4 in nearby Chico, so spare time is a little hard to come by.

Jim Bremer
KK6MM

In a message dated 8/3/2012 2:01:40 P.M. Pacific Daylight Time, joeb116@... writes:

I live in Washburn, WI and have a 1948 Cessna 140 based at KASX.

All band dipole for 160-10M, beams for 2M and 6M (6M is a modified A50-5S stretched out to 17' and works like magic). For the first time in my life, I will actually be putting up a tower at home. Always wanted one, and it is in my yard in several pieces. Will pour cement this fall and get it up in the air. I also have transverters for 222, 902, and 10 GHz.

Fly when I can, play radio more often in the winter and spring than I do this time of year. Way too busy with other things.

Joe, AI9Z

1948 Cessna 140
N2470V
"Flying as often as possible"

From: The Danimal <n9wx@...>
To: Flying_Hams@yahoogroups.com
Sent: Friday, August 3, 2012 10:41 AM
Subject: [Flying_Hams] Roll Call and

Hi everyone...this group has been in neglect. It's been all my fault and so I need some help to get the fire under our seats. I am working at KDTO 5 days a week, but just got my days off switched to Friday/Sats...not too sha bby. I would like to see if we have any members in the DFW area for an eyeball Qso and potentially an HF/Echolink net, etc. I have 2m SSB all the way down to 80m capabilities. So...if you dont mind, either send me on list, or off your:

Qth and
Ham radio Freq/Band capabilities
ALso, it'd be nice to know if you have an aircraft or not just for fun.

If you want to contact me off group, just email me at _n9wx@hotmail.com_
(mailto:n9wx@...)

73,
Dan N9WX

806. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-10-22 11:55:30 UTC
From: acepilot@bloomer.net
Topic: 785 Message: 806

On Sun, 21 Oct 2012 17:16:12 -0400 (EDT), kk6mm@... wrote:
> Hi All- I live in Redding CA and am a partner in a very nice
> Cherokee. I'm president of our local EAA chapter. Since the flying bug
> re-bit me a few years ago, I haven't been very active on the air. I used
> to work HF quite a bit and a few contests. As winter sets in, I plan to
> put up another antenna (probably another G5RV) and get back on the air.
> My main rig is an ICOM 756 Pro. I'm the chief engineer for 6 radio
> stations in Redding and 4 in nearby Chico, so spare time is a little
hard
> to come by. Jim Bremer KK6MM In a message dated 8/3/2012 2:01:40
> P.M. Pacific Daylight Time, joeb116@... writes:

Were you at Microwave Update in Santa Clara over the weekend? Call seems
familiar...

I was there and just on our drive back home...sitting here in Salt Lake
City....that was a long drive from Santa Clara! :)

Scott
N0EDV

807. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-10-22 23:59:35 UTC
From: kk6mm@aol.com
Topic: 785 Message: 807

Hi Scott-
No, that wasn't me. I believe there's a K6MM (John?), who's very active. I don't know what he does, but people have confused the call signs in the past.
That IS a long drive. It would've been a lot shorter by air, but the fuel cost would be pretty high.
73
Jim KK6MM

In a message dated 10/22/2012 4:58:35 A.M. Pacific Daylight Time, acepilot@...t writes:

On Sun, 21 Oct 2012 17:16:12 -0400 (EDT), _kk6mm@..._ (mailto:kk6mm@...) wrote:
> Hi All- I live in Redding CA and am a partner in a very nice
> Cherokee. I'm president of our local EAA chapter. Since the flying bug
> re-bit me a few years ago, I haven't been very active on the air. I used
> to work HF quite a bit and a few contests. As winter sets in, I plan to
> put up another antenna (probably another G5RV) and get back on the air.
> My main rig is an ICOM 756 Pro. I'm the chief engineer for 6 radio
> stations in Redding and 4 in nearby Chico, so spare time is a little hard
> to come by. Jim Bremer KK6MM In a message dated 8/3/2012 2:01:40
> P.M. Pacific Daylight Time, _joeb116@..._ (mailto:joeb116@...) writes:

Were you at Microwave Update in Santa Clara over the weekend? Call seems familiar...

I was there and just on our drive back home...sitting here in Salt Lake City....that was a long drive from Santa Clara! :)

Scott
N0EDV

808. Fwd: About Helicopters and Their Pilots (UNCLASSIFIED)

Yahoo group: Flying_Hams
Date: 2012-11-14 11:11:41 UTC
From: Scott
Topic: 808 Message: 808
Attachments: 1 described; binary payloads are missing from this source WARC

**
**
A lesson for us fixed wing guys.

*Gee, That explains it...After 1000's of hours, I always wondered what was wrong?? Jerk, jump, twist, nod, flinch, spin, flip, shrug, bend, gulp, push, pull, reach, yank, etc, etc *
*AMEN to this writer! *

From Capt. WOP WOP
About Helicopters and Their Pilots

Helicopter flight: - "A bunch of spare parts flying in close formation."
"Anything that screws its way into the sky, flies according to unnatural principals."

You never want to sneak up behind an old high-time helicopter pilot and clap your hands. He will instantly dive for cover and most likely whimper...then get up and smack the crap out of you.

There are no old helicopters laying around airports like you see old airplanes. There is a reason for this. Come to think of it, there are not many old high-time helicopter pilots hanging around airports either, so the first ssue is moot.

You can always tell a helicopter pilot in anything moving: a train, an airplane, a car or a boat. They never smile, they are always listening to the machine and they always hear something they think is not right. Helicopter pilots fly in a mode of intensity, actually more like "spring loaded" while waiting for pieces of their ship to fall off.

Flying a helicopter at any altitude over 500 feet is considered reckless and should be avoided. Flying a helicopter at any altitude or condition that precludes a landing in less than 20 seconds is considered outright foolhardy.

Remember in a helicopter you have about one second to lower the collective in an engine failure before the craft becomes unrecoverable. Once you've failed this maneuver, the machine flies about as well as a 2-ton meat locker. Even a perfectly executed autorotation only gives you a glide ratio slightly better than that of a brick.

When your wings are leading, lagging, flapping, precessing and moving faster than your fuselage there's something unnatural going on. Is this the way men were meant to fly?

While hovering, if you start to sink a bit, you pull up on the collective while twisting the throttle, push with your left foot (more torque) and move the stick left (more translating tendency) to hold your spot.
If you now need to stop rising, you do the opposite in that order. Sometimes in wind you do this many times each second. Great fun is letting a fighter pilot go for a ride and try this.

For Helicopters: You never want to feel a sinking feeling in your gut (low "g" pushover) while flying a two bladed under slung teetering rotor system. You are about to do a snap-roll to the right and crash. For that matter, any remotely aerobatic maneuver should be avoided in a Huey.

Don't push your luck. It will run out soon enough anyway. If everything is working fine on your helicopter consider yourself temporarily lucky. Something is about to break.

There are two types of helicopter pilots: Those that have crashed, and those that are going to.

Harry Reasoner once wrote the following about helicopter pilots:
"The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by an incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in oppositi on to each other, and if there is any disturbance in this delicate balance the helicopter stops flying; immediately and disastrously.
There is no such thing as a gliding helicopter. This is why being a helicopter pilot is so different from being an airplane pilot, and why in generality, airplane pilots are open, clear-eyed, buoyant extroverts and helicopter pilots are brooding introspective anticipators of trouble. They know if something bad has not happened it is about to."

Having said all this, I must admit that flying in a helicopter is one of the most satisfying and exhilarating experiences I have ever enjoyed: skimming over the tops of trees at 100 knots is something we should all be able to do at least once.

And remember the fighter pilot's prayer: "Lord I pray for the eyes of an eagle, the heart of a lion and the balls of an Army combat helicopter pilot."

Many years later, I know that it was sometimes anything but fun, but now it IS something to brag about for those of us who survived the experience.

Description:http://www.helis.com/h/h1_2.jpg
George P. Davis III
Major, USA (Ret.)
Vietnam Combat Veteran

UH-1H Huey Pilot

Classification: UNCLASSIFIED
Caveats: FOUO

809. RE: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-12-07 13:10:04 UTC
From: Daniel Hileman
Topic: 785 Message: 809

Hi Jim (and everyone)...sounds like an awesome job! I currently flight instruct (full time) at US Aviation Academy in TX...We have over 200 students. I have over 4,000 hr and fly everything from 152's up to a King Air 90 for the school as well as being an FAA Approved Check instructor (We have self-examining authority, pretty neat!) I operate 40m mostly but do get on everything from 80-2m all modes from time to time. Main rig IC-746, SB-220 and 80/40m dipole....and full size vertical for 40m. I am hoping to get a Flex-5000 in 2013. I am hoping we can get a gathering or something going on HF this Winter.

Dan N9WX

To: Flying_Hams@yahoogroups.com
From: kk6mm@...m
Date: Sun, 21 Oct 2012 17:16:12 -0400
Subject: Re: [Flying_Hams] Roll Call and

Hi All-

I live in Redding CA and am a partner in a very nice Cherokee. I'm president of our local EAA chapter. Since the flying bug re-bit me a few years ago, I haven't been very active on the air. I used to work HF quite a bit and a few contests. As winter sets in, I plan to put up another antenna (probably another G5RV) and get back on the air. My main rig is an ICOM 756 Pro. I'm the chief engineer for 6 radio stations in Redding and 4 in nearby Chico, so spare time is a little hard to come by.

Jim Bremer
KK6MM

In a message dated 8/3/2012 2:01:40 P.M. Pacific Daylight Time, joeb116@... writes:

I live in Washburn, WI and have a 1948 Cessna 140 based at KASX.

All band dipole for 160-10M, beams for 2M and 6M (6M is a modified A50-5S stretched out to 17' and works like magic). For the first time in my life, I will actually be putting up a tower at home. Always wanted one, and it is in my yard in several pieces. Will pour cement this fall and get it up in the air. I also have transverters for 222, 902, and 10 GHz.

Fly when I can, play radio more often in the winter and spring than I do this time of year. Way too busy with other things.

Joe, AI9Z

1948 Cessna 140
N2470V

"Flying as often as
possible"

From: The Danimal
<n9wx@...>
To:
Flying_Hams@yahoogroups.com
Sent: Friday, August 3, 2012 10:41
AM
Subject: [Flying_Hams]
Roll Call and

Hi everyone...this group has been in neglect. It's been all my fault and
so I need some help to get the fire under our seats. I am working at KDTO 5
days a week, but just got my days off switched to Friday/Sats...not too
shabby. I would like to see if we have any members in the DFW area for an
eyeball Qso and potentially an HF/Echolink net, etc. I have 2m SSB all the way
down to 80m capabilities. So...if you dont mind, either send me on list, or
off your:

Qth and
Ham radio Freq/Band capabilities
ALso, it'd
be nice to know if you have an aircraft or not just for fun.

If you
want to contact me off group, just email me at n9wx@...

73,
Dan
N9WX

810. Re: [Flying_Hams] Roll Call and

Yahoo group: Flying_Hams
Date: 2012-12-07 22:21:14 UTC
From: Scott
Topic: 785 Message: 810
Attachments: 1 described; binary payloads are missing from this source WARC

Well, I prefer to hang out on 10 GHz so I think I'm screwed. ;)

N0EDV

On 12-7-2012 13:10, Daniel Hileman wrote:
>
> Hi Jim (and everyone)...sounds like an awesome job! I currently flight
> instruct (full time) at US Aviation Academy in TX...We have over 200
> students. I have over 4,000 hr and fly everything from 152's up to a
> King Air 90 for the school as well as being an FAA Approved Check
> instructor (We have self-examining authority, pretty neat!) I operate
> 40m mostly but do get on everything from 80-2m all modes from time to
> time. Main rig IC-746, SB-220 and 80/40m dipole....and full size
> vertical for 40m. I am hoping to get a Flex-5000 in 2013.
> I am hoping we can get a gathering or something going on HF this Winter.
>
>
> Dan N9WX
>
>
>
> ---
> To: Flying_Hams@yahoogroups.com
> From: kk6mm@...
> Date: Sun, 21 Oct 2012 17:16:12 -0400
> Subject: Re: [Flying_Hams] Roll Call and
>
>
> Hi All-
> I live in Redding CA and am a partner in a very nice Cherokee. I'm
> president of our local EAA chapter. Since the flying bug re-bit me a
> few years ago, I haven't been very active on the air. I used to work
> HF quite a bit and a few contests. As winter sets in, I plan to put up
> another antenna (probably another G5RV) and get back on the air. My
> main rig is an ICOM 756 Pro.
> I'm the chief engineer for 6 radio stations in Redding and 4 in nearby
> Chico, so spare time is a little hard to come by.
> Jim Bremer
> KK6MM
> In a message dated 8/3/2012 2:01:40 P.M. Pacific Daylight Time,
> joeb116@... writes:
>
>
> I live in Washburn, WI and have a 1948 Cessna 140 based at KASX.

>
> All band dipole for 160-10M, beams for 2M and 6M (6M is a modified
> A50-5S stretched out to 17' and works like magic). For the first
> time in my life, I will actually be putting up a tower at home.
> Always wanted one, and it is in my yard in several pieces. Will
> pour cement this fall and get it up in the air. I also have
> transverters for 222, 902, and 10 GHz.
>
> Fly when I can, play radio more often in the winter and spring
> than I do this time of year. Way too busy with other things.
> Joe, AI9Z
> ---
> 1948 Cessna 140
> N2470V
> "Flying as often as possible"
>
> ---
> *From:* The Danimal <n9wx@...>
> *To:* Flying_Hams@yahoogroups.com
> *Sent:* Friday, August 3, 2012 10:41 AM
> *Subject:* [Flying_Hams] Roll Call and
>
> Hi everyone...this group has been in neglect. It's been all my
> fault and so I need some help to get the fire under our seats. I
> am working at KDTO 5 days a week, but just got my days off
> switched to Friday/Sats...not too shabby. I would like to see if
> we have any members in the DFW area for an eyeball Qso and
> potentially an HF/Echolink net, etc. I have 2m SSB all the way
> down to 80m capabilities. So...if you dont mind, either send me on
> list, or off your:
>
> Qth and
> Ham radio Freq/Band capabilities
> ALso, it'd be nice to know if you have an aircraft or not just for
> fun.
>
> If you want to contact me off group, just email me at
> n9wx@... <mailto:n9wx%40hotmail.com>
>
> 73,
> Dan N9WX
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>
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>

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811. Cold!

Yahoo group: Flying_Hams
Date: 2012-12-11 12:20:26 UTC
From: Daniel Hileman
Topic: 811 Message: 811

Someone lied to me! They said it didnt get cold in TX!!!! Its 18 degrees here! BRRRRR!!!!!

Dan

812. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-11 14:35:55 UTC
From: Scott
Topic: 811 Message: 812
Attachments: 1 described; binary payloads are missing from this source WARC

Do you want to know what it is in Wisconsin? Didn't think so! :O

Actually, it's a balmy 15 this morning. Going to get colder over the
next couple days though. Another week and a half and the days will be
getting longer again as we pass the winter solstace. :)

Ace

On 12-11-2012 12:20, Daniel Hileman wrote:
>
> Someone lied to me! They said it didnt get cold in TX!!!! Its 18
> degrees here! BRRRRR!!!!!
>
>
> Dan
>

--

813. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-11 18:08:50 UTC
From: Clyde Murray
Topic: 811 Message: 813
Attachments: 1 described; binary payloads are missing from this source WARC

You know I think its cold ever where. I went out to the airport this weekend to do a bit of work on my airplane and nearly froze my rear end off. I have a T hanager but no heat or lights so I need to keep the hanager door open to see what I'm doing. I live in Abbotsford BC, it's raining at the moment and its still cold.

Clyde

814. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-11 18:14:04 UTC
From: Nik Read
Topic: 811 Message: 814
Attachments: 1 described; binary payloads are missing from this source WARC

Yep, its cold here in UK as well -2 as I type this.. Friday it will warm up with heavy rain then back to cold!! Doesn't bode well for gliding this weekend!!

Hi Clyde.. !!

Safe flying all..

Nik

-------Original Message-------

From: Clyde Murray
Date: 11/12/2012 18:09:11
To: Flying_Hams@yahoogroups.com; Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Cold!

You know I think its cold ever where. I went out to the airport this weekend to do a bit of work on my airplane and nearly froze my rear end off. I have a T hanager but no heat or lights so I need to keep the hanager door open to see what I'm doing. I live in Abbotsford BC, it's raining at the moment and its still cold.

Clyde

From: Scott <acepilot@...>;
To: <Flying_Hams@yahoogroups.com>;
Subject: Re: [Flying_Hams] Cold!
Sent: Tue, Dec 11, 2012 2:35:55 PM

Do you want to know what it is in Wisconsin? Didn't think so! :O

Actually, it's a balmy 15 this morning. Going to get colder over the next couple days though. Another week and a half and the days will be getting longer again as we pass the winter solstace. :)

Ace

On 12-11-2012 12:20, Daniel Hileman wrote:

Someone lied to me! They said it didnt get cold in TX!!!! Its 18 degrees here! BRRRRR!!!!!

Dan

--

815. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-12 04:17:28 UTC
From: kk6mm@aol.com
Topic: 811 Message: 815
Attachments: 1 described; binary payloads are missing from this source WARC

Hi All-
I feel guilty. Right now in Redding, CA (in the valley 60 miles south of Mt. Shasta), it's raining and upper 40's. It does get below freezing at night here at times, but not that often. Sunday's high should be about 50 F, so flying should be an option.
Jim KK6MM

In a message dated 12/11/2012 10:14:14 A.M. Pacific Standard Time, g7dnd.nread@btinternet.com writes:

Yep, its cold here in UK as well -2 as I type this.. Friday it will warm up with heavy rain then back to cold!! Doesn't bode well for gliding this weekend!!

Hi Clyde.. !!

Safe flying all..

Nik

-------Original Message-------

From: _Clyde Murray_ (mailto:clyde_murray@...)
Date: 11/12/2012 18:09:11
To: _Flying_Hams@yahoogroups.com_ (mailto:Flying_Hams@yahoogroups.com) ; _Flying_Hams@yahoogroups.com_ (mailto:Flying_Hams@yahoogroups.com)
Subject: Re: [Flying_Hams] Cold!

You know I think its cold ever where. I went out to the airport this weekend to do a bit of work on my airplane and nearly froze my rear end off. I have a T hanager but no heat or lights so I need to keep the hanager door open to see what I'm doing. I live in Abbotsford BC, it's raining at the moment and its still cold.

Clyde

From: Scott <acepilot@...>;
To: <Flying_Hams@yahoogroups.com>;
Subject: Re: [Flying_Hams] Cold!
Sent: Tue, Dec 11, 2012 2:35:55 PM

Do you want to know what it is in Wisconsin? Didn't think so! :O

Actually, it's a balmy 15 this morning. Going to get colder over the next couple days though. Another week and a half and the days will be getting longer again as we pass the winter solstace. :)

Ace

On 12-11-2012 12:20, Daniel Hileman wrote:

Someone lied to me! They said it didnt get cold in TX!!!! Its 18 degrees here! BRRRRR!!!!!

Dan

--

816. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-12 05:01:51 UTC
From: Rick Hampton
Topic: 811 Message: 816

I'm feeling guilty, too. Just about the same conditions in southern New Hampshire. (Although we should be below freezing more than Redding, CA. :-)

Rick, WD8KEL
On 12/11/2012 11:17 PM, kk6mm@... wrote:
> Hi All-
> I feel guilty. Right now in Redding, CA (in the valley 60 miles south
> of Mt. Shasta), it's raining and upper 40's. It does get below
> freezing at night here at times, but not that often. Sunday's
> high should be about 50 F, so flying should be an option.
> Jim KK6MM
>
>
>
>
>

817. Flying Wx

Yahoo group: Flying_Hams
Date: 2012-12-12 10:46:36 UTC
From: John Miller
Topic: 817 Message: 817

Hello All,

Well at least no snow here! I keep the Cub at a little grass strip 30 miles from my home. Was cold and wet last few days though.

73,

John, WN3V

Liverpool, PA

818. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-17 06:19:29 UTC
From: Carl Hensler
Topic: 811 Message: 818
Attachments: 1 described; binary payloads are missing from this source WARC

Here in Watsonville, CA, on Monterey Bay, we have an active weather pattern this week, with a storm coming through about every other day. Highs in the 50s F (10C+) and nighttime lows in the 30s (0C+). Flew down to Santa Barbara last weekend in gorgeous weather.

Carl AG6EO

From: "kk6mm@..." <kk6mm@...>
To: Flying_Hams@yahoogroups.com
Sent: Tuesday, December 11, 2012 8:17 PM
Subject: Re: [Flying_Hams] Cold!

Hi All-
I feel guilty. Right now in Redding, CA (in the valley 60 miles south of
Mt. Shasta), it's raining and upper 40's. It does get below freezing at night
here at times, but not that often. Sunday's high should be about 50 F, so
flying should be an option.
Jim KK6MM

In a message dated 12/11/2012 10:14:14 A.M. Pacific Standard Time,
g7dnd.nread@... writes:

>Yep, its cold here in UK as well -2 as I type this.. Friday it will warm up with heavy rain then back to cold!! Doesn't bode well for gliding this weekend!!
>
>Hi Clyde.. !!
>
>Safe flying all..
>
>Nik
>
>
>
>
>-------Original Message-------
>
>From: Clyde Murray
>Date: 11/12/2012 18:09:11
>To: Flying_Hams@yahoogroups.com; Flying_Hams@yahoogroups.com
>Subject: Re: [Flying_Hams] Cold!
>
>You know I think its cold ever where. I went out to the airport this weekend to do a bit of work on my airplane and nearly froze my rear end off. I have a T hanager but no heat or lights so I need to keep the hanager door open to see what I'm doing. I live in Abbotsford BC, it's raining at the moment and its still cold.

>
>
>Clyde
>
>
>
>_____
> From: Scott <acepilot@...>;
>To: <Flying_Hams@yahoogroups.com>;
>Subject: Re: [Flying_Hams] Cold!
>Sent: Tue, Dec 11, 2012 2:35:55 PM
>
>
>Do you want to know what it is in Wisconsin? Didn't think so! :O
>
>Actually, it's a balmy 15 this
morning. Going to get colder over the next couple days
though. Another week and a half and the days will be getting
longer again as we pass the winter solstace.
:)
>
>Ace
>
>
>On 12-11-2012 12:20, Daniel Hileman
wrote:
>
>Someone lied to me! They said it didnt get cold in TX!!!! Its 18 degrees here! BRRRRR!!!!!
>
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>
>Dan
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>

819. RE: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-17 12:18:06 UTC
From: John Miller
Topic: 811 Message: 819

Was 25 degrees on Saturday morning here in E PA during pre-flight of my J3C-65 Cub. Slightly overcast but calm winds and overall, a good day to fly. We had a coffee/donut fly in at my buddies 1700ft grass strip about a mile away, and had 5 planes show-up. 2, C-150's, C-180, C-140, and ME J

If anyone in this group is ever in the area (KSEG, KRVL, KMDT,KCXY)- please drop me a note. We would love to have you visit! I'm on 2m FM aero mobile from my Cub, and monitor 29.6 FM during the day while working in my radio service shop here in Liverpool, PA. Otherwise 99% CW on 160-10m and 160m AM using a Gates BC-1H AM broadcast transmitter.

73 and Happy Holidays!

John, WN3V

Liverpool, PA (FN10)

Home Airport: SNOOK, PS06- Beaver Springs, PA

From: Flying_Hams@yahoogroups.com [mailto:Flying_Hams@yahoogroups.com] On Behalf Of Carl Hensler
Sent: Monday, December 17, 2012 1:19 AM
To: Flying_Hams@yahoogroups.com
Subject: Re: [Flying_Hams] Cold!

Here in Watsonville, CA, on Monterey Bay, we have an active weather pattern this week, with a storm coming through about every other day. Highs in the 50s F (10C+) and nighttime lows in the 30s (0C+). Flew down to Santa Barbara last weekend in gorgeous weather.

Carl AG6EO

820. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-17 12:31:15 UTC
From: Scott
Topic: 811 Message: 820
Attachments: 1 described; binary payloads are missing from this source WARC

I'm generally on 10 GHz working snow scatter if it's too lousy to fly. :O

N0EDV

On 12-17-2012 12:18, John Miller wrote:
>
> Was 25 degrees on Saturday morning here in E PA during pre-flight of
> my J3C-65 Cub. Slightly overcast but calm winds and overall, a good
> day to fly. We had a coffee/donut fly in at my buddies 1700ft grass
> strip about a mile away, and had 5 planes show-up. 2, C-150's, C-180,
> C-140, and ME J
>
> If anyone in this group is ever in the area (KSEG, KRVL, KMDT,KCXY)-
> please drop me a note. We would love to have you visit! I'm on 2m FM
> aero mobile from my Cub, and monitor 29.6 FM during the day while
> working in my radio service shop here in Liverpool, PA. Otherwise 99%
> CW on 160-10m and 160m AM using a Gates BC-1H AM broadcast transmitter.
>
> 73 and Happy Holidays!
>
> John, WN3V
>
> Liverpool, PA (FN10)
>
> Home Airport: SNOOK, PS06- Beaver Springs, PA
>
> *From:*Flying_Hams@yahoogroups.com
> [mailto:Flying_Hams@yahoogroups.com] *On Behalf Of *Carl Hensler
> *Sent:* Monday, December 17, 2012 1:19 AM
> *To:* Flying_Hams@yahoogroups.com
> *Subject:* Re: [Flying_Hams] Cold!
>
> Here in Watsonville, CA, on Monterey Bay, we have an active weather
> pattern this week, with a storm coming through about every other day.
> Highs in the 50s F (10C+) and nighttime lows in the 30s (0C+). Flew
> down to Santa Barbara last weekend in gorgeous weather.
>
> Carl AG6EO
>
>

--

821. Fwd: Airbus A380-800 landing

Yahoo group: Flying_Hams
Date: 2012-12-20 11:44:53 UTC
From: Scott
Topic: 821 Message: 821

What a whale!!

**

/* Repasso.Ab?s.*/

Moments before the landing of an Airbus A380-800 of Lufthansa at the airport in San Francisco ... Observe the work in the cockpit and interaction with flight controllers ...
http://www.youtube.com/watch?v=UDMDuRczDI0

--

**

822. Re: [Flying_Hams] Fwd: Airbus A380-800 landing

Yahoo group: Flying_Hams
Date: 2012-12-20 13:30:53 UTC
From: Steve
Topic: 821 Message: 822

Thanks for sending! Thoroughly enjoyed it!

Thanks,
Steve Wedell
760 787-9839

Sent from my iPad

On Dec 20, 2012, at 3:44, Scott <acepilot@...t> wrote:

>
>
> What a whale!!
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> Repasso.Abçs.
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>
> Moments before the landing of an Airbus A380-800 of Lufthansa at the airport in San Francisco ... Observe the work in the cockpit and interaction with flight controllers ...
>
>
> http://www.youtube.com/watch?v=UDMDuRczDI0
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823. Re: [Flying_Hams] Fwd: Airbus A380-800 landing

Yahoo group: Flying_Hams
Date: 2012-12-21 00:24:58 UTC
From: Scott
Topic: 821 Message: 823
Attachments: 1 described; binary payloads are missing from this source WARC

I think my Corben is more work than the A380, LOL!!

On 12-20-2012 13:30, Steve wrote:
> Thanks for sending! Thoroughly enjoyed it!
>
> Thanks,
> Steve Wedell
> 760 787-9839
>
> Sent from my iPad
>
> On Dec 20, 2012, at 3:44, Scott <acepilot@...
> <mailto:acepilot@...>> wrote:
>
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>>
>> What a whale!!
>>
>>
>>
>> **
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>>
>> /* Repasso.Abçs.*/
>>
>> Moments before the landing of an Airbus A380-800 of Lufthansa at the
>> airport in San Francisco ... Observe the work in the cockpit and
>> interaction with flight controllers ...
>> *http://www.youtube.com/watch?v=UDMDuRczDI0*
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824. RE: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-21 00:36:47 UTC
From: Daniel Hileman
Topic: 811 Message: 824
Attachments: 1 described; binary payloads are missing from this source WARC

Hi Scott...I like VHF/UHF/Microwave stuff, just dont have the extra cash to get in all my interests right now...and am building a Modest HF station....once that is up, I will probably try the microwave etc...dont want you to feel like we only care about HF, lol. All the different aspects of the hobby are cool! just easier to talk to stations across country on HF....OR ECHOLINK I guess if you want REAL easy, lol.

Dan

To: Flying_Hams@yahoogroups.com
From: acepilot@...
Date: Mon, 17 Dec 2012 12:31:15 +0000
Subject: Re: [Flying_Hams] Cold!

I'm generally on 10 GHz working snow scatter if it's too lousy to
fly. :O

N0EDV

On 12-17-2012 12:18, John Miller wrote:

Was 25 degrees
on Saturday morning here in E PA during pre-flight of
my J3C-65 Cub. Slightly overcast but calm winds and
overall, a good day to fly. We had a coffee/donut fly
in at my buddies 1700ft grass strip about a mile away,
and had 5 planes show-up. 2, C-150's, C-180, C-140,
and ME J

If anyone in
this group is ever in the area (KSEG, KRVL,
KMDT,KCXY)- please drop me a note. We would love to
have you visit! I'm on 2m FM aero mobile from my Cub,
and monitor 29.6 FM during the day while working in my
radio service shop here in Liverpool, PA. Otherwise
99% CW on 160-10m and 160m AM using a Gates BC-1H AM
broadcast transmitter.

73 and Happy
Holidays!

John, WN3V
Liverpool, PA
(FN10)
Home Airport:
SNOOK, PS06- Beaver Springs, PA

From:
Flying_Hams@yahoogroups.com
[mailto:Flying_Hams@yahoogroups.com] On Behalf
Of Carl Hensler

Sent: Monday, December 17, 2012 1:19 AM

To: Flying_Hams@yahoogroups.com

Subject: Re: [Flying_Hams] Cold!

Here in Watsonville, CA, on
Monterey Bay, we have an active weather pattern
this week, with a storm coming through about every
other day. Highs in the 50s F (10C+) and
nighttime lows in the 30s (0C+). Flew down to
Santa Barbara last weekend in gorgeous weather.

Carl
AG6EO

--

825. Re: [Flying_Hams] Cold!

Yahoo group: Flying_Hams
Date: 2012-12-21 00:47:01 UTC
From: Scott
Topic: 811 Message: 825
Attachments: 2 described; binary payloads are missing from this source WARC

Actually, the microwaves are pretty cheap, especially if you play with low power, say 10-20 mW. 10-20 mW can be good for 100 miles if you have good unobstructed takeoff views. The gear is really simple too. I use a DirecTV dish with minor modification on 10 GHz. About 33 dB gain, so my 2W signal out of my PA is about 4000 Watts ERP. 10 mW would have an ERP of 2 Watts, which is a healthy signal at 10 GHz!

As a shameless plug, I build Downeast Microwave transverter kits for folks to get them on the bands for a small fee. I also repair them if they ever need it. I've built many over the last few years and can almost always have them built and tested within a week of getting the kit, so no long lead times...

You can see some examples of my work at http://corbenflyer.tripod.com/

Scott
N0EDV

On 12-21-2012 00:36, Daniel Hileman wrote:
>
>
> Hi Scott...I like VHF/UHF/Microwave stuff, just dont have the extra
> cash to get in all my interests right now...and am building a Modest
> HF station....once that is up, I will probably try the microwave
> etc...dont want you to feel like we only care about HF, lol. All the
> different aspects of the hobby are cool! just easier to talk to
> stations across country on HF....OR ECHOLINK I guess if you want REAL
> easy, lol.
>
>
> Dan
>
>
>
> ---
> To: Flying_Hams@yahoogroups.com
> From: acepilot@...
> Date: Mon, 17 Dec 2012 12:31:15 +0000
> Subject: Re: [Flying_Hams] Cold!
>
> I'm generally on 10 GHz working snow scatter if it's too lousy to fly. :O
>
> N0EDV
>
>

>
>
> On 12-17-2012 12:18, John Miller wrote:
>
> Was 25 degrees on Saturday morning here in E PA during pre-flight
> of my J3C-65 Cub. Slightly overcast but calm winds and overall, a
> good day to fly. We had a coffee/donut fly in at my buddies 1700ft
> grass strip about a mile away, and had 5 planes show-up. 2,
> C-150?s, C-180, C-140, and ME J
>
> If anyone in this group is ever in the area (KSEG, KRVL,
> KMDT,KCXY)- please drop me a note. We would love to have you
> visit! I?m on 2m FM aero mobile from my Cub, and monitor 29.6 FM
> during the day while working in my radio service shop here in
> Liverpool, PA. Otherwise 99% CW on 160-10m and 160m AM using a
> Gates BC-1H AM broadcast transmitter.
>
> 73 and Happy Holidays!
>
> John, WN3V
>
> Liverpool, PA (FN10)
>
> Home Airport: SNOOK, PS06- Beaver Springs, PA
>
> *From:*Flying_Hams@yahoogroups.com
> <mailto:Flying_Hams@yahoogroups.com>
> [mailto:Flying_Hams@yahoogroups.com] *On Behalf Of *Carl Hensler
> *Sent:* Monday, December 17, 2012 1:19 AM
> *To:* Flying_Hams@yahoogroups.com <mailto:Flying_Hams@yahoogroups.com>
> *Subject:* Re: [Flying_Hams] Cold!
>
> Here in Watsonville, CA, on Monterey Bay, we have an active
> weather pattern this week, with a storm coming through about every
> other day. Highs in the 50s F (10C+) and nighttime lows in the
> 30s (0C+). Flew down to Santa Barbara last weekend in gorgeous
> weather.
>
> Carl AG6EO
>
>
> --
>
>

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826. RE: [Flying_Hams] Fwd: Airbus A380-800 landing

Yahoo group: Flying_Hams
Date: 2012-12-21 15:15:44 UTC
From: Daniel Hileman
Topic: 821 Message: 826

That was a great video! What a HUGE airplane!

MERRY CHRISTMAS EVERYONE!
Dan N9WX

To: Flying_Hams@yahoogroups.com
From: stevew1686@...
Date: Thu, 20 Dec 2012 05:30:53 -0800
Subject: Re: [Flying_Hams] Fwd: Airbus A380-800 landing

Thanks for sending! Thoroughly enjoyed it!

Thanks,
Steve Wedell
760 787-9839

Sent from my iPad

On Dec 20, 2012, at 3:44, Scott <acepilot@...> wrote:

What a whale!!

Repasso.Abçs.

Moments before the landing of an Airbus A380-800 of Lufthansa at the airport in San Francisco ... Observe the work in the cockpit and interaction with flight controllers ...

http://www.youtube.com/watch?v=UDMDuRczDI0

--

827. RE: [Flying_Hams] Fwd: Airbus A380-800 landing

Yahoo group: Flying_Hams
Date: 2012-12-21 19:31:26 UTC
From: William Pasternak
Topic: 821 Message: 827

There is a great series of flight videos produced
by a company in the UK called Intelligent
Television and Video (www.ITVV.com). Multiple
cameras shooting every aspect of a given aircraft during a flight.

My personal favorite is the two DVD's on the
Airbus A-320. One is in the simulator and the
other an actual flight from London to Zakinthos.

Not that the A-320 DVD's are any better than the
others in the ITVV series, but all I can say is
that you have never enjoyed learning about an
aircraft as you will from Captain Alan Dix. Once
you watch him in action, you will never forget him.

A very Merry Christmas to all

de
Bill Pasternak, WA6ITF

At 07:15 AM 12/21/2012, Daniel Hileman wrote:
>
>
>
> That was a great video! What a HUGE airplane!
>
>MERRY CHRISTMAS EVERYONE!
>Dan N9WX
>
>----------
>To: Flying_Hams@yahoogroups.com
>From: stevew1686@...
>Date: Thu, 20 Dec 2012 05:30:53 -0800
>Subject: Re: [Flying_Hams] Fwd: Airbus A380-800 landing
>
>
>Thanks for sending! Thoroughly enjoyed it!
>
>Thanks,
>Steve Wedell
>760 787-9839
>
>Sent from my iPad
>
>On Dec 20, 2012, at 3:44, Scott
><<mailto:acepilot@...>acepilot@...> wrote:

>
>
>
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>
>What a whale!!
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> Repasso.Abçs.
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>
>Moments before the landing of an Airbus A380-800
>of Lufthansa at the airport in San Francisco ...
>Observe the work in the cockpit and interaction with flight controllers ...
>
>
><http://www.youtube.com/watch?v=UDMDuRczDI0>http://www.youtube.com/watch?v=UDMDuRczDI0
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828. Price Places Order For Customized A-380

Yahoo group: Flying_Hams
Date: 2012-12-21 21:15:58 UTC
From: William Pasternak
Topic: 821 Message: 828

From my friend Todd Hitzeroth N6ZXJ:

Prince places order for his personal customized A-380:

<http://www.dailymail.co.uk/news/article-2251071/Jumbo-fit-prince-The-240million-private-jet-Turkish-bath-boardroom-concert-hall.html>http://www.dailymail.co.uk/news/article-2251071/Jumbo-fit-prince-The-240million-private-jet-Turkish-bath-boardroom-concert-hall.html

829. Airbus Video

Yahoo group: Flying_Hams
Date: 2012-12-23 02:07:26 UTC
From: kk6mm@aol.com
Topic: 829 Message: 829

Very nice. I guess that's what you'd call armchair flying.
Jim KK6MM

830. Fwd: Fw: LAX Through the Years

Yahoo group: Flying_Hams
Date: 2013-01-12 14:17:13 UTC
From: Scott
Topic: 830 Message: 830

Lots of history here....

>

To all of you silver-haired veterans of the airline industry, here
is a nostalgic view of the aircraft hardware that operated through
LAX in our early years:

Click here: Jon Proctor ? LAX Through The Years
<http://jonproctor.net/lax-through-the-years/>**

831. Fwd: Fwd: Don't miss this -Mid-Air Flight Repair by a Womam

Yahoo group: Flying_Hams
Date: 2013-01-23 23:50:37 UTC
From: Scott
Topic: 831 Message: 831

More balls than a brass monkey!

IF you want the job done right, give it to a woman.

Hard to believe that stunts such as these used to be accomplished frequently. Does anyone recall the air-to-air refueling of one biplane to another using a long hose? Those people had to be either fearless or just plane crazy.

This woman has more guts than a sausage factory. Take a look at this film. Fabulous footage, although grainy due to time and bad equipment in those days compared to today, but what nerve this gal had.

Gladys Ingles was a member of a barnstorming troupe called the 13 Black Cats in the 1920s. Ingles was a wing walker; in this film, she shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main wheels.

Ingles is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes," a duet from the era, provides the soundtrack. In the film, Ingles transfers herself from the rescue plane to the one missing the main landing gear tire.

She then expertly works herself down to the undercarriage only a few feet from a spinning prop. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running.

She died at age 82.click on below.....

*http://www.flixxy.com/mid-air-airplane-repair.htm**
*

832. Re: [Flying_Hams] Fwd: Fwd: Don't miss this -Mid-Air Flight Repair by a Womam

Yahoo group: Flying_Hams
Date: 2013-01-24 00:10:35 UTC
From: Steve
Topic: 831 Message: 832

Thanks for sharing this - pretty cool!

Thanks,
Steve Wedell
760 787-9839

Sent from my iPad

On Jan 23, 2013, at 15:50, Scott <acepilot@...> wrote:

>
>
> More balls than a brass monkey!
>
>
>
>
>
>
>
>
> IF you want the job done right, give it to a woman.
>
>
> Hard to believe that stunts such as these used to be accomplished frequently. Does anyone recall the air-to-air refueling of one biplane to another using a long hose? Those people had to be either fearless or just plane crazy.
>
> This woman has more guts than a sausage factory. Take a look at this film. Fabulous footage, although grainy due to time and bad equipment in those days compared to today, but what nerve this gal had.
>
> Gladys Ingles was a member of a barnstorming troupe called the 13 Black Cats in the 1920s. Ingles was a wing walker; in this film, she shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main wheels.
>
> Ingles is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes," a duet from the era, provides the soundtrack. In the film, Ingles transfers herself from the rescue plane to the one missing the main landing gear tire.
>
> She then expertly works herself down to the undercarriage only a few feet from a spinning prop. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running.
>
> She died at age 82.click on below.....

>
>
> http://www.flixxy.com/mid-air-airplane-repair.htm
>
>
>
>

833. Re: [Flying_Hams] Fwd: Fwd: Don't miss this -Mid-Air Flight Repair by a Womam

Yahoo group: Flying_Hams
Date: 2013-01-24 02:54:06 UTC
From: Scott
Topic: 831 Message: 833
Attachments: 1 described; binary payloads are missing from this source WARC

Yes, we sure have it easy today! ;)

On 1-24-2013 00:10, Steve wrote:
> Thanks for sharing this - pretty cool!
>
> Thanks,
> Steve Wedell
> 760 787-9839
>
> Sent from my iPad
>
> On Jan 23, 2013, at 15:50, Scott <acepilot@...
> <mailto:acepilot@...>> wrote:
>
>>
>>
>> More balls than a brass monkey!
>>
>>
>>
>> IF you want the job done right, give it to a woman.
>>
>>
>> Hard to believe that stunts such as these used to be
>> accomplished frequently. Does anyone recall the
>> air-to-air refueling of one biplane to another using a
>> long hose? Those people had to be either fearless or just
>> plane crazy.
>>
>> This woman has more guts than a sausage factory. Take a
>> look at this film. Fabulous footage, although grainy due
>> to time and bad equipment in those days compared to
>> today, but what nerve this gal had.
>>
>> Gladys Ingles was a member of a barnstorming troupe
>> called the 13 Black Cats in the 1920s. Ingles was a wing
>> walker; in this film, she shows her fearlessness in
>> classic barnstorming fashion to save an airplane that has
>> lost one of its main wheels.
>>
>> Ingles is shown with a replacement wheel being strapped
>> to her back and then off she goes as "Up She Goes," a
>> duet from the era, provides the soundtrack. In the film,

>> Ingles transfers herself from the rescue plane to the one
>> missing the main landing gear tire.
>>
>> She then expertly works herself down to the undercarriage
>> only a few feet from a spinning prop. It's certainly a
>> feat many mechanics wouldn't even try on the ground with
>> the engine running.
>>
>> She died at age 82.click on below.....
>>
>>
>> *http://www.flixxy.com/mid-air-airplane-repair.htm**
>> *
>>
>>
>>
>

--

834. (no subject)

Yahoo group: Flying_Hams
Date: 2013-02-07 05:39:43 UTC
From: Carl Hensler
Topic: 834 Message: 834

http://www.blankenburgerlokschuppen.de/ovpuegt/xem01cwx2hevrqhsfmx8vlil4g8cckn2wrkl55bxt9pih

835. Fwd: First Airplane Ride

Yahoo group: Flying_Hams
Date: 2013-03-25 10:37:17 UTC
From: Scott
Topic: 835 Message: 835
Attachments: 1 described; binary payloads are missing from this source WARC

I remember my first airplane ride when I was about 5 years old in a Ford Tri-Motor at the Saint Paul Downtown airport...a bit bigger than the Aeronca Champ in the video, but just as fun!

http://youtu.be/w8JU-1ZrRAg

836. Flying to Miami in a Super Connie Piloted by Arthur Godfrey

Yahoo group: Flying_Hams
Date: 2013-04-24 20:28:28 UTC
From: William Pasternak
Topic: 836 Message: 836

Hi all,

Heres a link to a rather historic piece of film produced in the early 1950's by the old Jerry Fairbanks Studio showing "Capt." Arthur Godfrey, K4LIB, flying an Eastern Super Connie from NYC to Miami.

Flying With Arthur Godfrey (1953)
:
<http://www.youtube.com/watch?feature=fvwp&v=U6VfkKjlhXs&NR=1>http://www.youtube.com/watch?feature=fvwp&v=U6VfkKjlhXs&NR=1
This is 50 minute movie and an overt promo for the late and lamented Eastern Air Lines promo piece for the then new Lockheed Super Constellation (and Chesterfield Cigarettes as Godfrey sneaks in a commercial for his major sponsor.)

Enjoy

de
Bill P.

837. Fwd: Pilot-What to do if stopped by law enforcement

Yahoo group: Flying_Hams
Date: 2013-06-20 00:46:28 UTC
From: Scott
Topic: 837 Message: 837

Doesn't the 4th amendment to the Constitution require a warrant for any type of search to be conducted? I know they can ask for the required paperwork from the FARs, but I don't think that would cover *searches* in any form...

Thoughts???

AOPA demands answers on aircraft searches

With a growing number of reports from law-abiding pilots stopped by armed federal agents on the ramp, their aircraft searched by federal agents, the U.S. Department of Homeland Security Customs and Border Protection (CBP) remains silent, and outrage is building. AOPA is questioning CBP's authority to conduct the searches, and demanding a response from officials at the highest level <http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2013/June/CBPWinkowski20130619.pdf>.
There has been no meaningful response to date from CBP to Freedom of Information Act requests filed months ago by AOPA and affected pilots.

"We don't even know why they're being stopped," said AOPA General Counsel Ken Mead, adding that the association will press the issue until satisfactory answers---or a change in policy---are forthcoming. "We're not going to let this go with just lip service. The agency either has to stop its behavior or we're going to need to elevate it to Congress."
Read the full story >> <http://www.aopa.org/News-and-Video/All%20News/2013/June/19/AOPA-demands-answers-on-aircraft-searches.aspx>

What to do if stopped by law enforcement

AOPA is still researching the legal specifics involved when federal agents, particularly CBP agents acting well inside the nation's borders, detain a pilot and search an aircraft. As the association works to gain a fuller understanding of what is permitted, a convenient kneeboard reference card has been prepared for pilots who might find themselves the object of the agency's attention. This step-by-step guide includes general procedures to follow when subjected to detention and search. Always be courteous and respectful, and remain calm. Answer questions truthfully, but succinctly. Do not volunteer information. Download the kneeboard reference card >> <http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2013/June/CBPGuidelinesKneeboard.pdf>

http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2013/June/CBPGuidelinesKneeboard.pdf

838. Help!!!

Yahoo group: Flying_Hams
Date: 2014-02-21 21:09:44 UTC
From: Daniel Hileman
Topic: 838 Message: 838

Well, if there is anyone left in the group paying attention, I would like to apologize. I had great plans for this group, but am finding myself really really busy these days. I am flying a King Air C90 full time, working at a Flight school in Texas. I also have recently gotten married, and have 2 and 7 year old sons now, so I am sure you all can imagine how busy I am. I am still fighting hard to stay Ham radio active, and really am pretty active for the most part. My wife is studying for her Tech, and my 7 year old is also interested. I would love for this group to stay active. I can not keep up on moderating it, but am also very nervous about opening it up to no moderation, as I remember how the spam was last time. I will ask one time for a few people who have a little spare time to help me moderate more, but if I get no more help, I will have to open it up, and we know how that might go. So, I ask for your help for two things, some moderator help, and also keeping us active. Feel free to share pics and stories of flying and ham radio projects. I apologize for letting this thing go quiet. Hope you have stayed warm in this killer winter. It's not been horrible in the Dallas area this year. Any flying Hams in the Dallas or OKC area? As I spend a lot of time in both.

73,Dan N9WX

839. Fwd: Taildragger.

Yahoo group: Flying_Hams
Date: 2014-02-24 11:13:10 UTC
From: Scott
Topic: 839 Message: 839

Nice piece of history!

-------- Original Message --------
Subject: Taildragger.
Date: Sun, 23 Feb 2014 23:19:23 -0600

**

Taildragger

https://youtube.googleapis.com/v/TneYPcyGbbY%26autoplay=1%26rel=0

<http://www.avast.com/>

This email is free from viruses and malware because avast! Antivirus
<http://www.avast.com/> protection is active.

840. Re: [Flying_Hams] Fwd: Taildragger.

Yahoo group: Flying_Hams
Date: 2014-02-24 14:35:45 UTC
From: Steve
Topic: 839 Message: 840

thanks for posting, such a beautiful aircraft!

-----Original Message-----
From: Scott <acepilot@...>
To: undisclosed-recipients:;
Sent: Mon, Feb 24, 2014 3:17 am
Subject: [Flying_Hams] Fwd: Taildragger.

Nice piece of history!

-------- Original Message --------

Subject:

Taildragger.

Date:

Sun, 23 Feb 2014 23:19:23 -0600

Taildragger

https://youtube.googleapis.com/v/TneYPcyGbbY%26autoplay=1%26rel=0

This email is free from viruses and malware because avast! Antivirus protection is active.

841. Fwd: [NIMRODS] FCC Invites Public Comment on Petition Affecting 10-10.5 GHz Band

Yahoo group: Flying_Hams
Date: 2014-03-21 22:14:25 UTC
From: Scott
Topic: 841 Message: 841

I'm trying to mobilize my fellow ham friends to take the time to comment to the FCC on this proposal allowing encroachment into the amateur 10 GHz hamband by broadband Internet services. While we have secondary status in this band, 10 GHz is probably one of the most populated microwave bands that hams are currently using. This is because commercial equipment is bountiful and easy to convert for amateur use.

Some of the issues I see, would be the possibility of an increase in noise floor with an abundance of user equipment transmitters. For example, my neighbor might be connected to this service and thus would have a very strong 10 GHz presence very near to my receiver. These strong signals could block out the very weak signals we commonly are working on the band. We use a variety of very weak signal modes, such as SSB and CW. We also use somewhat exotic modes of propagation such as Tropo, Rain Scatter, Snow Scatter and Aircraft reflection. Their equipment would most likely involve the use of omni-direction antennas, vastly increasing the possibility of my station receiving interference from multiple directions at once.

This sounds like a recipe for disaster to me, so I would request you comment to the FCC against this proposal. You may not be using the band right now, but I would think you would want to preserve our ability to use this band in case you wanted to give 10 GHz a try at some time in the future. Those of us utilizing the band have fairly substantial investments in our equipment, that could become very difficult to enjoy if this is allowed to come to pass.

Thanks for lending me your ear!

Scott,
N0EDV

http://www.arrl.org/news/fcc-invites-public-comment-on-petition-affecting-10-10-5-ghz-band

FCC Invites Public Comment on Petition Affecting 10-10.5 GHz Band

03/14/2014
The FCC has invited public comment on a /Petition for Rule Making/ (*RM-11715*
<http://apps.fcc.gov/ecfs/document/view?id=7022310834>), http://apps.fcc.gov/ecfs/document/view?id=7022310834 that would make a significant portion of the 10.0 to 10.5 GHz band available for wireless broadband services. The /Petition/ by Mimosa Networks Inc proposes a band plan for 10.0 to 10.5 GHz that, it says, would protect frequencies most often used by radio amateurs. The petition hinges on FCC adoption

of rule changes that would put the 10 GHz band under Subpart Z of the Commission's Part 90 rules. Subpart Z currently sets out regulations governing wireless licensing, technical standards, and operational standards in the 3650 to 3700 MHz band.

"[T]he application of the coordination procedures and requirements provided in Subpart Z will ensure that Amateur Radio operations in the band will not be disrupted," Mimosa told the FCC. "In addition, as a further safeguard, Mimosa proposes a band plan for the 10.0-10.5 GHz band that would protect frequencies in the band that are most often used by Amateur Radio operators." The proposed band plan would specify 10.350 to 10.370 GHz as an "Amateur Calling Band," and 10.450 to 10.500 GHz for Amateur-Satellite operations in the midst of 21 wireless broadband channels and a small guard band.

Mimosa has proposed to include in the rules a requirement for wireless broadband service operation in the band "to avoid harmful interference with Amateur service and Amateur-Satellite service operations in the band."

In the international Table of Frequency Allocations, the primary allocation in Region 2 (the Americas) is to Radiolocation. Amateur Radio is secondary in the entire band, while Amateur-Satellite is secondary at 10.450 to 10.500 GHz. In ITU Regions 1 and 3, the Fixed Service is co-primary; two "country footnotes" — essentially exceptions that individual countries have carved out in the allocations table — provide for primary Fixed and Mobile allocations in named countries, however. While these include Mexico and several other Region 2 countries, the US and Canada are not among them. Mimosa asserted in its /Petition/ that including 10.0-10.5 GHz under Subpart Z "would bring ITU Region 2 into alignment with Regions 1 and 3."

"In Mimosa's view, the coordination procedures and requirements provided in Subpart Z will ensure that Amateur Radio operators will be able to continue using the 10.0-10.5 GHz band as they do currently," the company told the FCC, "without any disruption of their activities resulting from the Commission's making the band available for wireless broadband services."

Mimosa contended that its proposal would "promote the Commission's goal of providing broadband access to all Americans, would benefit wireless Internet service providers, mobile wireless carriers, and telecommunications equipment providers, and would benefit the national economy." Mimosa cited the band's "long-reach, high-capacity characteristics" and called 10 GHz "a promising candidate for wireless broadband."

ARRL Chief Executive Officer David Sumner, K1ZZ, said that while the League appreciates Mimosa's efforts to acknowledge existing and growing 10 GHz Amateur Radio activity, several aspects of the petition are of concern.

"Use of the band for fixed or mobile wireless broadband would be contrary to the international Table of Frequency Allocations and would inject a new sharing consideration that is not contemplated in the preparatory work being done for World Radiocommunication Conference 2015 (WRC-15)," he said. "Mimosa's proposed power limit of 55 dBW EIRP is very high, particularly for point-to-multipoint operations, and no mechanism has been proposed for ensuring that harmful interference to

amateur operations does not occur."
Sumner said that while the ARRL has not yet adopted a position with respect to the petition, "some aspects of the petition require careful study."
Interested parties may comment on RM-11715 using the FCC's Electronic Comment Filing System (*ECFS* <http://apps.fcc.gov/ecfs/hotdocket/list>), http://apps.fcc.gov/ecfs/hotdocket/list

842. Fwd: Fly with the Red Arrows (3D): The Science Museum, London

Yahoo group: Flying_Hams
Date: 2014-03-30 12:20:05 UTC
From: Scott
Topic: 842 Message: 842

SOUND UP.

http://youtu.be/1e-aw3aJpBc

This email is free from viruses and malware because avast! Antivirus protection is active.
http://www.avast.com

843. Fwd: Take time and watch this video.

Yahoo group: Flying_Hams
Date: 2014-04-01 23:14:18 UTC
From: Scott
Topic: 843 Message: 843

Notice that Joe Kittinger himself is communicating with Felix during the jump!!

Subject: *This is really cool!*

NOW THIS IS SKYDIVING!!!!!
In 1960/Joe Kittinger/jumped from an altitude of 19.47 miles (102,800feet), setting several world records. In 2012/Felix Baumgartner/, an Austrian skydiver, daredevil and BASE jumper set the new world records for skydiving at an estimated 24 mi, reaching an estimated speed of 843.6 mph or Mach 1.25, on 14 October 2012. He became the first person to break the sound barrier unassisted on his descent. This video was recorded using GoPro cameras. The video quality is phenomenal. Take a look.

http://www.youtube.com/embed/dYw4meRWGd4

<http://www.avast.com/>

This email is free from viruses and malware because avast! Antivirus <http://www.avast.com/> protection is active.

845. Fwd: Russian Jet fighters

Yahoo group: Flying_Hams
Date: 2014-07-08 10:11:33 UTC
From: Scott
Topic: 845 Message: 845

One of these could be fun!
**

> *WOW!*
>
> Watch this SOB virtually "hover" at about 00:46in.
>
> Wow! Some great stalls!
>
> http://www.liveleak.com/view?i=77e_1389637750
>

<http://www.avast.com/>

This email is free from viruses and malware because avast! Antivirus
<http://www.avast.com/> protection is active.

846. Good stuff!

Yahoo group: Flying_Hams
Date: 2014-10-03 21:32:19 UTC
From: Scott
Topic: 846 Message: 846
Attachments: 1 described; binary payloads are missing from this source WARC

https://www.youtube.com/watch?v=3kf7oPmIYZI

Looks like a riot! :D

--

847. Handheld Rat Tail?

Yahoo group: Flying_Hams
Date: 2014-10-18 16:44:39 UTC
From: Dean Herrington
Topic: 847 Message: 847
Attachments: 1 described; binary payloads are missing from this source WARC

10/18/14 Saturday morning

Hey everybody:

Frustrated with the poor Tx capability of my excellent handheld (King KX-99). Have heard that attaching a length of wire (rat tail) to the BNC connector of the rubber ducky might help.

Anybody tried this? If so, how effective was it?

What would be the proper length of wire to cover the aviation band?

Any other possible solutions? All suggestions welcomed.

Dean Herrington

KF7KCL

848. Re: [Flying_Hams] Handheld Rat Tail?

Yahoo group: Flying_Hams
Date: 2014-10-18 21:11:59 UTC
From: w6rgs@...
Topic: 847 Message: 848

Dean,
Are you talking about using the wire as a counterpoise to your current monopole or as the radiator?
I've never tried that, so I can't answer that question. For antenna lengths, you can use the formulas that we all learned for our tickets or google for those formulas.
Have you transmitted into a wattmeter to see what power is coming out?
Remember that the KX-99 is an old handheld and some components may have deteriorated over the past 20+ years.
Is your battery pack up to snuff?
Also, try testing your antenna on an antenna analyzer to confirm that it hasn't failed and is still resonant where it should be.
For giggles, I just now tested my KX-99's antenna on an MFJ 259b and was surprised to find that at 118.0 it had an SWR of 6:1 at 52 ohms, at 135.0 and SWR of 2.5:1 at 53 ohms. Best was 2.2:1 at 127.5mHz. Since I never tested it before, I don't know what the antenna did back in 1990.
73 Bill W6RGS

At 09:44 AM 10/18/2014, you wrote:
>
>
>10/18/14 Saturday morning
>Hey everybody:
>Frustrated with the poor Tx capability of my excellent handheld
>(King KX-99). Have heard that attaching a length of wire (rat tail)
>to the BNC connector of the rubber ducky might help.
>Anybody tried this? If so, how effective was it?
>What would be the proper length of wire to cover the aviation band?
>Any other possible solutions? All suggestions welcomed.
>Dean Herrington
>KF7KCL

849. Re: [Flying_Hams] Handheld Rat Tail?

Yahoo group: Flying_Hams
Date: 2014-10-18 21:21:16 UTC
From: Nigel Johnson, MIEEE
Topic: 847 Message: 849

I think you will find that the impedance of a portable's antennna would be more in the 100 - 130 ohms range, since there is no ground plane on the portable fro a 50 ohm Marconi antenna, therefore not very accurate to measure SWR with a MFJ259b.

I haven't done much with portables in recent years, but the Motorola HT220 had an output impedance of 130 ohms, and they sold a little transformer attachment to match it to 50 ohm cable.

73 de Nigel ve3id

On 10/18/2014 05:11 PM, w6rgs@... [Flying_Hams] wrote:
> Dean,
> Are you talking about using the wire as a counterpoise to your current monopole or as the radiator?
> I've never tried that, so I can't answer that question. For antenna lengths, you can use the formulas that we all learned for our tickets or google for those formulas.
> Have you transmitted into a wattmeter to see what power is coming out?
> Remember that the KX-99 is an old handheld and some components may have deteriorated over the past 20+ years.
> Is your battery pack up to snuff?
> Also, try testing your antenna on an antenna analyzer to confirm that it hasn't failed and is still resonant where it should be.
> For giggles, I just now tested my KX-99's antenna on an MFJ 259b and was surprised to find that at 118.0 it had an SWR of 6:1 at 52 ohms, at 135.0 and SWR of 2.5:1 at 53 ohms. Best was 2.2:1 at 127.5mHz. Since I never tested it before, I don't know what the antenna did back in 1990.
> 73 Bill W6RGS
>
>
> At 09:44 AM 10/18/2014, you wrote:
>
>>
>>
>> 10/18/14 Saturday morning
>> Hey everybody:
>> Frustrated with the poor Tx capability of my excellent handheld (King KX-99). Have heard that attaching a length of wire (rat tail) to the BNC connector of the rubber ducky might help.
>> Anybody tried this? If so, how effective was it?
>> What would be the proper length of wire to cover the aviation band?
>> Any other possible solutions? All suggestions welcomed.
>> Dean Herrington
>> KF7KCL
>
>

--
Nigel Johnson
MSc., MIEEE
VE3ID/G4AJQ/VA3MCU

Amateur Radio, the origin of the open-source concept!

http://nigel.homelinux.net
http://va3mcu.ham-radio-op.net

You can reach me by voice on Skype: TILBURY2591

If time travel ever will be possible, it already is. Ask me again yesterday

This e-mail is not and cannot, by its nature, be confidential. En route from me to you, it will pass across the public Internet, easily readable by any number of system administrators along the way.
Nigel Johnson <nw.johnson@...>

Please consider the environment when deciding if you really need to print this message

850. Chippewa Valley VHFers Beacon Project

Yahoo group: Flying_Hams
Date: 2014-12-14 16:14:06 UTC
From: Scott
Topic: 850 Message: 850
Attachments: 3 described; binary payloads are missing from this source WARC

Coming along...

The synthesizer module (will be running at 1152.008 MHz) is finished up for the most part. Still need to add the frequency adjust pot and put some insulation over the 10 MHz source and add the 2 N connectors (RF Out for the multipliers and RF Sample for the frequency counter). Running like a champ though. :D Beacon frequencies will then be 2304.016 MHz, 3456.024 MHz, 5760.040 MHz and 10368.072 MHz (subject to change as determined by area user comments!). Beacon location will ultimately be near the EN44/EN45 line, near EN45fa. And yes, I built the synthesizer board from a kit and yes, some of those parts are smaller than a gnat's you know what. ;)

Scott
N0EDV

--

851. Fwd: Fwd: Snap rolled hawker

Yahoo group: Flying_Hams
Date: 2015-01-15 00:49:22 UTC
From: Scott
Topic: 851 Message: 851

Oops...

> *Subject:* *Fwd: FW: Fwd: Snap rolled hawker*
>
>
>
>
>
>
> _http://www.plus7minus5.co.uk/FlickedBizJet/FlickedBizJet.htm_
>
>
>
>
>

852. Fwd: Fwd: [FWD: FW: Pilot talks about Discipline for his child]

Yahoo group: Flying_Hams
Date: 2015-02-06 01:35:32 UTC
From: Scott
Topic: 852 Message: 852
Attachments: 1 described; binary payloads are missing from this source WARC

> *Subject:* *Fwd: Fw: [FWD: FW: Pilot talks about Discipline for his
> child]*
>
>
> ---------
>
>
> A Pilot Father's Love...
>
> Most people today think it improper to
> discipline children, so I have tried other
> methods to control my kids when they have had
> one of 'those moments.'
> Since I'm a pilot, one method that I have
> found very effective is for me to just take
> the child for a short flight during which I
> say nothing and give the child the opportunity
> to reflect on his or her behavior.
> I don't know whether it's the steady vibration
> from the engines, or just the time away from
> any distractions such as TV, video games,
> computer, iPod, etc.
> Either way, my kids usually calm down and stop
> misbehaving after our flight together. I
> believe that eye to eye contact during these
> sessions is an important element in achieving
> the desired results.
> I've included a photo of one of my sessions
> with my son, in case you would like to use the
> technique . . . See attached
>
>
>
>

853. Fwd: Fwd: FW: Formation Landing!

Yahoo group: Flying_Hams
Date: 2015-03-16 22:14:38 UTC
From: Ace Pilot
Topic: 853 Message: 853

The Spanish flight demo team.
What you are about to see is very rare. The reason, I suppose, is that it’s damned dangerous! The whole scene can snowball into a disaster. You'll not see anything like this again soon.

FORMATION LANDING<http://www.chonday.com/Videos/laformajet3> (with balls of Brass)

--
Richard "Dick" Watkins
Flow Control Inc.
2010 Q ST
Omaha,NE 68123
402-738-8515 <tel:402-738-8515>

854. Awesome Photos!

Yahoo group: Flying_Hams
Date: 2015-03-19 02:31:17 UTC
From: Ace Pilot
Topic: 854 Message: 854
Attachments: 1 described; binary payloads are missing from this source WARC

http://www.ericwmillerphotography.com/

--

855. Alcatel MDR 4000 L.O. Modules

Yahoo group: Flying_Hams
Date: 2015-07-21 01:15:17 UTC
From: Ace Pilot
Topic: 855 Message: 855
Attachments: 3 described; binary payloads are missing from this source WARC

I have a pile of these local oscillator modules from our retired microwave radios at work. They oriiginally were set up for output around 6 GHz. What are they being used for now?

They are turning into beacon transmitters on 902 MHz.

Here is my Rev 2 version I built up tonight...I take out the original filter and installed these variable caps and brass shim stock to form tuned circuits at 902 MHz. Yes, I thought of that! The two filters couple through the space between them, which is quite a distance, giving very nice selectivity. Works like a champ. Output at 902 MHz is -29 dBm, which drives a PA brick module inside the unit to about 1W. I can add a small pre-amp IC and get up to 13W out if needed. Good thing hams are not limited to 1W on the band, like the unlicensed users on the shared band. In fact, I run Single Side Band at 200W from home...

With appropriate fillter installed, these LOs can be used from 200 MHz up to a bit over 6 GHz with ease...just have to tune for the desired crystal harmonic. My crystal is at 100.2600 MHz for a final frequency of 902.340 MHz. I intend to build beacons for 1296, 2304, 3456 and 5760 MHz using these modules.

Here is what the PA module will look like when installed...

N0EDV
EN45fa
--

856. Fwd: [CVVHF] 432 Mhz Aircraft Scatter on N0EDV/B

Yahoo group: Flying_Hams
Date: 2016-01-13 22:52:01 UTC
From: Ace Pilot
Topic: 856 Message: 856
Attachments: 1 described; binary payloads are missing from this source WARC

Somebody actually listens to my beacon. ;)

N0EDV
EN45fa

-------- Original Message --------
Subject: [CVVHF] 432 Mhz Aircraft Scatter on N0EDV/B
Date: Wed, 13 Jan 2016 00:02:10 -0600

Hey guys,

I've been listening to Scott's 432 Mhz beacon for a while now and was hearing some occasional Doppler shifts and signal enhancements. I finally figured it was aircraft scatter. I downloaded the Plane Finder App which has somewhat real-time aircraft locations and waited until some got midpath. Check out the video link of the results: https://youtu.be/miYEnWOgksw It would be fun to try this on the higher bands.

73,

Justin, K9MU

857. Flight Brian Lloyd WB6RQN Round The World HF Ham Radio

Yahoo group: Flying_Hams
Date: 2017-03-10 01:51:41 UTC
From: expeditionradio@...
Topic: 857 Message: 857
Attachments: 2 described; binary payloads are missing from this source WARC

Brian Lloyd WB6RQN will fly solo Round The World.
Pilot and ham operator Brian Lloyd WB6RQN will embark
to retrace the historic worldwide equatorial flight route,
commemorating 80 years since Amelia Earhart's famous
attempt at circumnavigating the world in 1937.
Brian's Mooney M20K 231 aircraft is equipped with HF radio,
Automatic Link Establishment, and will be active on the ham radio
frequencies during the flight.
Ham operators worldwide will be able to connect directly with
Brian WB6RQN/AM Air Mobile on High Frequency SSB,
ALE and AMD text messaging during the flight.
The 125 Watt radio system is equipped with an under-fuselage
"belly" HF antenna and SGC SG-237 antenna tuning unit.

See attached photos of HF installation and HF map of the route.

http://hflink.com/flight/N916BL_Mooney_HF_Belly_Antenna_Brian_Lloyd_1024.jpg
http://hflink.com/flight/N916BL_Mooney_HF_Belly_Antenna_Brian_Lloyd_1024.jpg

http://hflink.com/flight/N916BL_Mooney_HF_Belly_Antenna_Brian_Lloyd_1024.jpg

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http://hflink.com/flight/N916BL_Mooney_HF_Belly_Antenna_Brian_Lloyd_1024.jpg

View on hflink.com
http://hflink.com/flight/N916BL_Mooney_HF_Belly_Antenna_Brian_Lloyd_1024.jpg
Preview by Yahoo

http://hflink.com/flight/MooneyM20_ALE_HF_Antenna_System2017_05A_1024.jpg
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View on hflink.com
http://hflink.com/flight/MooneyM20_ALE_HF_Antenna_System2017_05A_1024.jpg
Preview by Yahoo

http://hflink.com/HF_Radio_Flight_Route_Map_1_2A.jpg
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View on hflink.com http://hflink.com/HF_Radio_Flight_Route_Map_1_2A.jpg
Preview by Yahoo

More info: http://hflink.com http://hflink.com

-Bonnie KQ6XA